

**SHORELINE COMPLETION REPORT**  
Duwamish Sediment Other Area and Southwest Bank  
Corrective Measure and Habitat Project  
Boeing Plant 2, Seattle/Tukwila, Washington



*Prepared for:*  
**The Boeing Company**  
Seattle, Washington

*Prepared by:*  
**AMEC Environment & Infrastructure, Inc.**  
Lynnwood, Washington

*and*

**Floyd|Snider, Inc.**  
Seattle, Washington

May 2014

0131320090



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## **ACRONYMS AND ABBREVIATIONS**

AMEC	AMEC Environment & Infrastructure, Inc.
Boeing	The Boeing Company
CFR	Code of Federal Regulations
cm	centimeters
COCs	chemicals of concern
CQAPP	Construction Quality Assurance Project Plan
CWM	Chemical Waste Management
cy	cubic yards
DSOA	Duwamish Sediment Other Area
Ecology	Washington State Department of Ecology
EPA	U.S. Environmental Protection Agency
GAC	granulated activated carbon
MLLW	mean lower low water
Order	Administrative Order [RCRA Docket No 1092- 01-22-3008(h)] on Consent
oz/sy	ounce per square yard
PCB	polychlorinated biphenyl
POTW	Publicly Owned Treatment Works
ppm	parts per million
PVC	polyvinyl chloride
QA	quality assurance
QC	quality control
RCRA	Resource Conservation and Recovery Act
RTK	real-time kinematic
TESC	temporary erosion and sedimentation control
TSCA	Toxic Substances Control Act
WM	Waste Management, Inc.

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Seattle, Washington

## **1.0 INTRODUCTION**

This report summarizes the Duwamish Sediment Other Area (DSOA) and Southwest Bank Corrective Measure and Habitat Project construction work conducted during the 2013 shoreline construction season that started in spring 2013. The DSOA and Southwest Bank Corrective Measure is being conducted pursuant to the Administrative Order on Consent (Order), Resource Conservation and Recovery Act (RCRA) Docket No 1092- 01-22-3008(h), issued to The Boeing Company (Boeing) in 1994 by the U.S. Environmental Protection Agency (EPA) under authority of RCRA Section 3008(h), as amended (42 United States Code 6928[h]). Concurrent with the construction of the DSOA and Southwest Bank Corrective Measure, Boeing is constructing habitat restoration projects in accordance with a Consent Decree between the Natural Resource Trustees (Trustees) and Boeing executed in December 2010.

This report describes the work that was conducted during the 2013 construction season for the shoreline excavation and backfilling on the DSOA and Southwest Bank Corrective Measure for the South Shoreline and for the North Shoreline habitat construction. Upon completion, both the North and South Shoreline excavations were planted with native riparian and marsh vegetation to create/restore habitat per the Consent Decree with the Natural Resource Trustees. The work was conducted per the EPA and Trustee approved design submittals and subsequent approved modifications. Construction work on the shoreline was conducted in compliance with the various regulatory requirements and permits. This report describes each of these activities.

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## **2.0 SHORELINE CONSTRUCTION**

This section describes shoreline construction for the North Shoreline and the South Shoreline (Figure 1). The construction was conducted consistent with the EPA- and Trustee-approved final design submittals (AMEC et al., 2012a, b, c, and d). This report discusses the construction approach taken to meet the design requirements and changes to the design and construction techniques. The Boeing contractor implementing the shoreline work was Envirocon, Inc.

### **2.1 NORTH SHORELINE**

The North Shoreline construction was conducted specifically for the purposes of developing a habitat project. The North Shoreline habitat area is shown on Figure 1. Soils within the construction area for the most part, met cleanup levels consistent with unrestricted land use; however, since the intention of the project was the development of habitat, soils were excavated to remove any soils that had chemicals of concern (COCs) above the Washington State Sediment Management Standards Sediment Quality Standards. The scope of work for the North Shoreline included establishing temporary erosion and sedimentation control (TESC) measures, clearing and grubbing the work area, removing piling caps, cutting off pile clusters, excavating to 2 feet below finished grade, and backfilling to final grade using imported soil. The final permanent piece of the North Shoreline construction was planting with native vegetation followed by installing the temporary goose exclusion fencing. The as-built record drawings for excavations and backfill showing the boundaries, elevations, and cross sections are included in Appendix A. The initial work at the North Shoreline began in September 2012 with preliminary site work, setting TESC measures, initial excavation, and removing piling caps prior to the rainy season (AMEC, 2013a). The majority of the North Shoreline work was conducted during the 2013 construction season and included final excavation, backfilling, and planting.

#### **2.1.1 Preliminary Site Work**

Public and private utility locates were conducted in 2012 to identify and mark the locations of the subsurface utilities, which were subsequently either permanently abandoned or shut off for the duration of the project. Building 2-01 formerly occupied a portion of the North Shoreline excavation area but was demolished in the 1990s; however, subsurface structures including utilities, storm drain lines, and pilings remained in the area. During site excavation work, several abandoned outfalls from the former building were encountered. These drain lines were typically 4 to 6 inches in diameter and were cut off at the eastern edge of the excavation and plugged with non-shrink grout.

#### **2.1.2 TESC Measures**

The TESC measures that were installed during the previous season were maintained and updated as needed during 2013. TESC measures were installed by the contractor prior to starting clearing or earthwork activities. Silt fencing was installed along the southern edge of the work area, as well as

along the top of the bank along the north and western sides of the work area, with the fencing maintained a sufficient distance back from the slope break to prevent off-site transport of sediment. Straw wattles were installed along the majority of the east edge of the work area in lieu of silt fencing to facilitate site construction activities. Catch basin inserts were installed and a stabilized construction entrance at the southeast corner of the work area was constructed.

Stormwater management within the work area relied on containment of stormwater within the work area. Several interior ponds were excavated as part of the earthwork and the stormwater was routed into these ponds so that no stormwater was directly released to the Boeing stormwater management system. The stormwater in the ponds primarily was infiltrated, although on occasion water from the ponds was used for dust control within the work area.

### **2.1.3 Excavation and Removal of Piling Caps**

The North Shoreline design included construction of an embayment in the middle of the project area open to Slip 4 to create off-channel habitat. This creates a peninsula on the western portion of the work area, as shown on Figures 2 and 3.

The North Shoreline excavation began in 2012 season; this work mainly included lowering the site grades to an elevation of approximately +13 feet mean lower low water (MLLW) and several feet lower within the interior of the work area. This work was described in the Construction Season 1 report (AMEC, 2013a).

Beginning in the spring of 2013, excavation was performed using conventional earthwork equipment, working generally north to south along the peninsula to build the embayment area. The earthwork was conducted within the low tide periods to avoid working in the water. The allowable tide cycles offered four to eight hours of operation within the intertidal zone for about 10 days every 2 weeks. The low tide elevations varied throughout the season, but the lowest tides did not occur until July.

The excavation sequence was dictated by the ability to get equipment in place for excavating and backfilling. As a result, the central portion of the area, the peninsula, served as a haul road for excavated material and backfill to be removed or placed. The haul road was slowly removed as the excavation of the shoreline and the embayment area moved south. Once the embayment was mostly excavated, the excavation was completed along the shoreline area to the south end of the North Shoreline Area. The final excavation work completed the grading on the eastern side of the North Shoreline. In general, only enough area was excavated each day to the final design elevations that could be backfilled the same day. The contractor maintained grade control using real-time kinematic (RTK) positioning survey techniques, consistent with the requirements of the *Final Construction Quality Assurance Project Plan* (AMEC et al., 2012c; CQAPP). Quality assurance/quality control

(QA/QC) information is provided in Appendix B. The RTK system has a published accuracy of approximately  $\pm 1$  centimeter (cm) horizontally and  $\pm 2$  cm vertically.

During the excavation work, several piling caps were demolished and removed. Pilings were also encountered within the design excavation depth and were cut with a chain saw at a minimum of 3 feet below finish grade, consistent with the design and the CQAPP requirements.

The riprap that was present on the face of the North Shoreline slope was excavated, salvaged, washed, and stockpiled at the South Shoreline for use as backfill; a small quantity was saved for use on the North Shoreline. The excavated material was transported to Waste Management, Inc.'s (WM's) south Seattle transfer station for shipment to a landfill (Appendix C). During the North Shoreline construction approximately 45,600 tons of material was shipped off site.

The tide cycles at the time of the excavation work was being conducted at the north end of the peninsula in May and early June did not provide low enough water levels to excavate the toe of the peninsula to the design excavation grades. The design also required backfilling in Slip 4 at the north end of the peninsula to serve as a toe buttress. A portion of this backfill was placed at the end of the first dredging season (March 2013) from a barge. Backfilling began from the offshore toe of the slope, and was partially completed. During the second dredging season (January to March 2014), additional toe buttress backfill was placed. This fine gravel ballast backfill was placed around the offshore edge of the new peninsula, from the mouth of the Slip 4 channel eastward to the new inlet (a distance of about 150 feet). The backfilling began at the top of the slope to abut and protect the existing bottom edge of the coir mat from erosion. The interim protective toe buttress consists of a 5.5H:1V bench, sloping down from +5 feet MLLW to 0 feet MLLW, then sloping offshore at its natural angle of repose (about 2H:1V). The toe buttress will be completed in subsequent in-water construction seasons to conform to design grading plans. A cover layer of sand/gravel mix will be placed as part of final grading.

Figure 2 shows the final design grades of the North Shoreline area. Figure 4 is an isopach map of the planned final grades compared to the actual final grades. This figure shows that except in a few small areas, the final excavation was within 0.5 foot of the design grade. The total excavation volume was 36,639 cubic yards (cy).

#### **2.1.4 Backfill**

The backfill was placed daily as the excavation progressed, consistent with the approved design. Due to the less-than-ideal tide cycles on some days, there was insufficient time for backfilling to the final grade. On those occasions, gravel ballast was placed to protect the subgrade against erosion. In addition, on some occasions, there was an exposed subgrade and backfill could not be placed. On these days, the exposed subgrade was covered with a layer of geotextile to protect against tidal

erosion. Once the final backfill was completed, the lower portion of the shoreline (below elevation +5 feet MLLW) was protected by placement of un-vegetated coir mat as the backfill progressed. Approximately, 9,300 cy of imported backfill material was placed at the North Shoreline.

Riprap was used at the northern and southern limits of work to transition from the relatively flat slopes of the new construction to the adjacent steep existing slopes. Some imported riprap, as well as some recycled (washed) salvaged riprap, was used to backfill the riprap transition zones.

After completion of backfill along the eastern shore of the new embayment, some erosion channels were noted. The erosion was a result of groundwater seepage points during low tide events. To facilitate drainage, several drains were excavated perpendicular to the embayment and backfilled with gravel ballast.

### **2.1.5 Water Quality Monitoring**

Water quality monitoring was conducted over seven days during the first two weeks of shoreline excavation and backfilling. This monitoring was conducted as described in the approved *Water Quality Monitoring Work Plan*, which is Appendix C to the CQAPP (AMEC et al., 2012c) and modified as approved by EPA and the Washington State Department of Ecology (Ecology).

There were no exceedances of conventional water quality parameter (turbidity, temperature, dissolved oxygen, and pH) compliance criteria during the monitoring (Appendix D).

## **2.2 SOUTH SHORELINE**

The scope of work at the South Shoreline included removal of abandoned outfalls, demolition of the slab overhang and pilings, excavation of contaminated material, placement of imported backfill material, installation of new outfalls, and construction of habitat. In some areas along the South Shoreline, the material removed contained elevated concentrations of some or all of the following: polychlorinated biphenyls (PCBs), metals (primarily cadmium, copper, lead, and zinc), volatile organic compounds, and semivolatile organic compounds.

The work was conducted during the period from March through November 2013. The March and April work was focused on pre-construction preparation and initial demolition. The approved in-water construction season allowing work “in-the-dry” between tides began on May 1, at which time the general sequence of activities was demolition of the slab overhang followed by excavation of the shoreline, with both activities proceeding from south to north. The former outfalls were removed as they were encountered in the excavation. The record drawings of the South Shoreline are included in Appendix A. Figure 5 shows the completed shoreline contours for the South Shoreline Area; Figure 6 is an isopach map showing the planned excavation depth compared to the actual excavation depth.

## **2.2.1 Preliminary Site Work**

In March and April 2013, the contractor completed site setup, which included installation of temporary security fencing and construction of the containment area. In addition, staging and containment areas were constructed over the asphalt pavement where the former 2-40s complex was located.

Temporary fencing was installed around a designated construction area along the South Shoreline, including most of the paved area of the former Building 2-40s complex (Figures 1 and 7). This fencing provided a large area for construction staging including equipment staging, a truck hauling checkpoint, a weigh scale, a health and safety egress area, construction trailers, and containment areas for stockpiled soils, backfill, and water treatment.

An area of the South Shoreline construction site was designated for construction of material containment areas, as shown on Figure 7. A total of five containment areas with secondary containment were constructed, as well as a sixth area for storage of clean materials that did not require secondary containment. These areas are:

- The RCRA/stormwater treatment system;
- The dredge return water treatment system;
- A containment area for RCRA hazardous materials, Toxic Substances Control Act (TSCA) wastes containing more than 50 parts per million (ppm) PCBs, and suspect materials that could potentially be hazardous;
- Two containment areas for excavated materials and demolition debris known to be non-hazardous (Subtitle D) waste based on previous testing, and
- A holding area for stockpiling clean material for use as backfill.

Construction elements of all of the containment areas except the clean stockpile area were similar. Each area was constructed by using concrete ecology blocks to form the perimeter of the containment area. A 10-ounce per square yard (oz/sy) non-woven geotextile fabric was placed over the existing asphalt pavement and draped over the top of the ecology blocks. A 20-mil polyvinyl chloride (PVC) liner was then installed over the geotextile fabric followed by another layer of 8-oz/sy non-woven geotextile over top of the PVC liner. Four inches of 1½-inch minus crushed rock base coarse gravel was then placed over the geotextile fabric. The excavated material containment areas and the truck loading areas also included a new 3-inch-thick asphalt layer to allow construction traffic on the area without damaging the liner system. An additional asphalt layer was not installed for the two water treatment areas.

The stockpile containment area for excavated materials and debris (the hazardous/TSCA/suspect material stockpile area) was further subdivided by an asphalt berm to create two cells, one of which

could be used for non-hazardous material. The non-hazardous (Subtitle D) stockpile area also was subdivided by an asphalt berm to create two cells, one for non-hazardous soil stockpiles and the other for debris. Each cell was sloped such that surface water would collect in separate low points. Load-out lanes were constructed in a similar manner, using asphalt berms to form segregated areas for surface water control.

The holding area for backfill stockpiling was placed on the existing pavement and did not include secondary containment except curbs and ecology blocks to eliminate turbid runoff from the holding area.

## **2.2.2 TESC Measures**

Along the South Shoreline Area, the contractor established three access points, shown on Figure 7. At each of the three shoreline access points, steel plates were placed across the underground duct bank to protect its integrity from the construction traffic. The plates were then covered with quarry spalls to create a stabilized construction entrance. TESC measures including placement of straw wattles were installed along the top of the shoreline to prevent stormwater runoff into the waterway.

Per the design requirements (AMEC et al., 2012b), existing catch basins were fitted with catch basin inserts and surrounded with straw wattles. Catch basins within the stockpile containment areas were plugged with inflatable plugs and were subsequently utilized as sumps for collecting stormwater runoff and for dewatering of wet material generated during excavation activities. The contractor checked the air pressure and integrity of the plugs frequently. Additionally, a system of asphalt berms was constructed to control and contain the surface water flow, allowing capture and treatment of the runoff from each individual area.

During excavation activities, TESC measures included covering stockpiles, using dedicated haul routes, using a water truck to wet haul routes and excavation areas, and routinely sweeping haul routes to remove any tracked sediment or spillage from haul trucks. Stormwater runoff from the work area was collected, treated, and then discharged to the sanitary sewer system under a King County Wastewater Discharge Permit established by Boeing (Appendix E). When excavation of potentially hazardous soils was performed, an exclusion zone was set up and all equipment and personnel were required to pass through controlled ingress/egress points. Appropriate decontamination measures for personnel were utilized, as detailed within the contractor's health and safety plan. Dedicated construction equipment remained within the exclusion zones until visually inspected and determined to be decontaminated and cleaned of any visible sediment. Additional erosion control measures were installed on an as-needed basis at each stage of demolition and earthwork.

## **2.2.3 Demolition and Removal**

Prior to demolition and excavation of the shoreline, a turbidity curtain and oil sorbent boom was installed along the length of the South Shoreline excavation area. An additional oil sorbent boom was installed along the Southwest Bank area where oil-stained soils were encountered (see Section 2.2.4.1).

### **2.2.3.1 Slab Overhang**

Demolition began in mid-March for those portions of the slab overhang that could be demolished back from the river bank to minimize the risk of debris getting into the waterway. This pre- in-water construction work included removal of the existing brick wall along the westernmost edge of the slab overhang. Starting on May 1, 2013, full demolition was initiated working “in-the-dry” during low tides.

The pipes located beneath the slab overhang were inspected, tapped, and any fluids present were removed prior to cutting the pipes in preparation for full demolition. Pipes connected to the existing vaults were left in place until any accumulated stormwater in the vaults had been pumped.

The slab overhang was saw-cut into square panels between the beams, which were subsequently removed with a large forklift. The contractor installed catchment tarps at the locations of saw cutting of the thickened edge of the slab overhang. During slab cutting, potential releases of slurry into the waterway were controlled by cutting full penetrations only along the centerline of the underlying support timbers that contained the slurry. Partial penetrations were cut perpendicular to the beams, with a vacuum capturing the slurry as the slab cutting progressed. In addition, tarps were placed under the slab to catch any concrete slurry. Demolition activities with the potential to impact the waterway were completed during low tides to minimize debris entering the waterway. Any debris that fell onto the shoreline was removed by hand prior to the incoming tide on a daily basis.

After removal of the concrete slab, demolition continued with removal of the piping under the slab, various mechanical equipment, and the wood structures below the slab. Removing the wood structures also included removing the wood lagging of the bulkheads and intermediate retaining walls.

### **2.2.3.2 Piling**

Creosote-treated timber pilings that supported the slab overhang and vaults were removed using a crane-mounted vibratory extractor during low tide events. If a piling could not be removed or if it broke during extraction, it was left in place to be removed or cut off during excavation activities. Where clusters of five or more pilings were encountered that were located within three piling diameters of one another, the pilings were left in place due to concerns over slope stability; however, the pilings were cut off at the sediment/soil excavation surface or at least 3 feet below the final grade, whichever was deeper. Each extracted piling was set onto plastic sheeting and then transported to

the contained stockpile area for sizing, stockpiling, and ultimate disposal. A total of 710 pilings were removed from the South Shoreline.

Vibrations were monitored during the first days of piling removal to assess any potential impacts to the nearby utility duct, and were within allowable limits. Further vibration monitoring was not needed during the remainder of piling removal. The vibration monitoring report is included in Appendix B.

Once the pilings had been removed, any resulting voids were backfilled with gravel ballast up to the ground surface. Fragments of wood pilings noted on the shoreline were removed by hand prior to an incoming tide. In addition, the contractor actively patrolled the shoreline daily by boat and collected any floating wood or piling fragments that entered the waterway.

#### ***2.2.3.3 Vaults and Regulated Structures***

The eight vaults within the slab overhang structure were accessed prior to slab demolition to determine their contents. Five vaults were found to be filled with stormwater and the remaining three were filled with either concrete or imported soils. Water from each of these vaults was sampled and analyzed for metals and PCBs. The water in the Stretch Press Pit and the underflow flume exhibited elevated levels of PCBs, requiring that the water in these two vaults be pumped from the vaults and treated in the treatment system before being discharged into the sanitary sewer. The water in the other vaults met the King County Metro sewer discharge requirements and was discharged directly into the sanitary sewer.

Vault demolition occurred following slab demolition, working from the south to north in tandem with the excavation work. Each vault was demolished in a controlled manner, using excavators to expose the vault and a second excavator equipped with a hammer attachment to demolish it. The sequence of demolition was to remove the cover (lid), followed by sidewalls, then the base. This approach contained most of the concrete debris within the vault and allowed the demolition to occur within the low tide cycle. Earthen berms were constructed around a couple of the larger vaults that could not be demolished within a single tide cycle. In cases where a berm was not in place, the concrete rubble and debris was removed prior to the next high tide. The contractor removed concrete structures (vaults and building foundations) except where removal would jeopardize the structural integrity of the duct bank or other existing structures that were required to be left in place. Any concrete structures left in place were left a minimum of 3 feet below finished grade.

Vibrations from vault demolition were monitored to assess whether the demolition activities were negatively affecting the adjacent duct bank or other existing structures. No impact was noted. The vibration monitoring report is included in Appendix B.

The demolition debris from the vaults was transported to the stockpile containment areas and sized for shipment. Structures suspected of containing RCRA hazardous materials were stockpiled in the RCRA/TSCA/suspect materials containment area for disposal characterization sampling. The characterization sampling identified the debris from the Stretch Press Pit and the underflow flume as TSCA waste containing >50 ppm PCBs. Debris from these structures was disposed of at the Chemical Waste Management (CWM) landfill TSCA cell in Arlington, Oregon. Other regulated structures included former Outfalls X and Y, which were identified as containing PCBs above 50 ppm. Demolition material from those outfalls was removed and stockpiled in the RCRA/TSCA/suspect materials containment area and disposed of at the CWM landfill.

## **2.2.4 Excavation**

The South Shoreline excavation required removal of soils/sediments from elevations up to +20 feet MLLW down to an elevation of approximately +2 feet MLLW. In general, below +2 feet MLLW, material will be removed by dredging from excavators on barges.

### ***2.2.4.1 Excavation Approach***

The contractor's general approach to the shoreline excavation was to excavate a bench on the upper portion of the shoreline down to approximately +13 feet MLLW. This bench was used as a working pad for excavators and trucks. Excavation from this bench could be performed to the design grades to the limit of the tides down to +2 feet MLLW, depending on the low tide cycle. The bench excavation began on May 1, 2013, starting immediately north of Outfall Z (approximately STA 37+00) and proceeding north. When the construction crew completed the bench excavation along the Southwest Bank, a second crew began the shoreline excavation from the bench to the toe of the shoreline, while the first crew continued with bench excavation to the north.

The entire shoreline excavation below +12 feet MLLW was timed with the tide windows to complete the work in the dry. Typically, a 30- to 60-foot-long section of the shoreline was excavated and partially backfilled with imported gravel ballast or sand and gravel during each tide cycle. When the tide window was limited, the excavated slope was temporarily covered with geotextile to minimize release of turbidity into the waterway until the excavation could be completed and backfilled in the next tidal cycle.

The shoreline excavation utilized a long-reach excavator equipped with RTK equipment. Initially, the excavation began at the north end of the Southwest Bank, excavating perpendicular to the waterway. However, heavy groundwater bank flow was encountered near the toe of the excavation area near +2 feet MLLW. Due to this groundwater flow and the hydrocarbon contamination that was encountered, which extended deeper than the design depths, the contractor was unable to complete the full excavation at the toe of the slope in this area and work was temporarily halted. The

excavation started again a couple days later immediately north of Outfall Z, with the excavator positioned parallel to the waterway using pumps to dewater the excavation. The pumped water was sent to the RCRA water treatment system and ultimately discharged to the King County Publicly Owned Treatment Works (POTW).

This approach worked well and was continued for the remainder of the project. The excavation of the shoreline progressed from the south to the north, skipping the locations of the proposed outfalls. After completion of the excavation to the north end, the contractor installed the permanent outfalls in the shoreline bank, proceeding from north to south. The very southern end of the shoreline, from the southern Boeing property line to Outfall Z, was excavated after completion of the work at Outfall Z.

Excavation along the Southwest Bank encountered a substantial volume of black, oil-stained soils with metal and other debris below the surface soil. In most areas, these oil-stained soils extended deeper than the designed excavation limits. The loose soil conditions coupled with the groundwater seepage resulted in substantial sloughing of the excavation sidewalls and accumulation of sloughed material at the toe of the excavation. A soil berm was maintained between the limit of the excavation and the waterway to minimize releases of turbid water into the waterway. In addition, an oil absorbent boom was also installed in the waterway adjacent to the Southwest Bank excavation to provide additional protection from construction activities.

The contractor was unable to achieve the final excavation design depth along an approximately 200-foot stretch of the Southwest Bank at the southern extent of the shoreline excavation (see the as-built excavation isopach for the South Shoreline in Appendix A). This was due to the fact that excavating the oil-impacted soils deepened the excavation to a point that further excavation was limited due to groundwater flow, unstable slopes, and tidal constraints. Further excavation was anticipated to result in little or no advancement of the excavation and an increased risk of sloughing, excess turbidity into the waterway, and/or slope failure. The Boeing construction team agreed that the excavation from the shoreline would extend only as far west as it was possible to safely remove the oil-affected soils, and the remainder of the shoreline would be removed by dredging equipment located on a barge in the waterway in subsequent dredging seasons. The set back from the design limit of work was kept to less than 10 to 15 horizontal feet where possible; however, this resulted in the limit of the shoreline excavation being at a post-construction final grade elevation of +5 feet MLLW. In order to help protect the slopes from sloughing during dredging, a dike was constructed with quarry spalls at the toe of the final excavation.

As a result of the sloughing and additional excavation required to remove the oil-stained soils, the revised excavation procedures resulted in a substantial increase in the volume of soils removed from the area extending from approximately STA 34+25 to STA 37+50. The oil-stained soils were segregated during excavation and subsequently stockpiled separately for analytical testing. For the

remainder of the shoreline work (STA 23+00 to STA 34+25), over-excavation was required only in isolated areas. However, soil piping and sidewall sloughing related to groundwater seepage from the upland side of the excavation resulted in additional volumes of material being excavated. The additional excavation volumes are depicted on an Isopach map of actual excavation elevations versus design elevations (Figure 5).

When the excavation operation reached the former slab overhang, the PCB-contaminated soil in the area of former Outfall 12 was excavated and shipped to the CWM landfill as TSCA waste containing >50 ppm PCBs.

While conducting the post-excavation bank sampling program (described in Section 2.2.4.2 and Appendix F), two of the RCRA unit record sample locations, the former Stretch Press Pit between about STA 33+40 and 33+75 and the Outfall 16-OA 22B pit between about STA 32+25 and 32+50, were found to have elevated concentrations of PCBs after excavation to the design grade. Based on the elevated concentrations of PCBs in the samples collected in the excavation of the former Stretch Press Pit and Outfall 16 Pit and the presence of dark-stained soils in the excavation at the Southwest Bank, EPA requested additional investigations be conducted in the three areas (AMEC and FSI, 2013a, b, and c).

The results of the additional investigations of PCBs within the excavation footprint are described in Appendix F. The data from this investigation were used to develop a revised excavation plan in the two areas that would remove the elevated concentration of PCBs within the excavation footprint. The revised plan was approved by EPA and the areas were re-excavated as per the revised design.

Excavation adjacent to the existing 2-66 sheetpile on the uplands in the Southwest Bank area was designed to be conducted by vertical drilled shaft technique. This approach was determined to be unnecessary due to the fact that Boeing had completed uplands work prior to the shoreline project and had excavated the top 5 to 7 feet of the sheetpile and soils. This made conventional excavation possible without concerns over significant sloughing.

During the Southwest Bank excavation, oil-affected material and debris was encountered at the toe of the bioswale between approximately STA 35+50 and STA 37+20. Several test pits were dug and characterization samples were collected and analyzed, and further investigation was deemed necessary (Appendix F). AMEC and Floyd|Snider, Inc. prepared an investigation work plan to collect samples along the bioswale, which was approved by the EPA (AMEC and FSI, 2013a). Based on this investigation, it was decided to excavate as much of the affected material at the toe of the bioswale as possible without jeopardizing the stability of the bioswale. The excavation was completed at a slope of about 0.75H:1V, removing the majority of the affected material. A small sliver of oil-stained material was left at the toe of the bioswale. A silty, gravelly sand was used to backfill the excavation and cover

the limited volume of remaining oil-stained soil to minimize the potential for migration of any remaining constituents of concern from the oil-stained soils.

#### **2.2.4.2 Post-Excavation Bank Sampling**

The objective of the post-excavation/pre-backfill bank sampling program was to characterize soils that were left in place after completion of the excavation in the South Shoreline Area. Two types of samples were collected for this investigation: bank samples and RCRA unit record samples. Bank samples were used to characterize soils left in place within the footprint of the former 2-40s building complex and the Southwest Bank. The RCRA unit record samples were used to characterize soils left in place after excavating the RCRA units within and adjacent to the footprint of the former 2-40s building complex.

The post-excavation bank sampling was generally conducted following the requirements of the EPA-approved *Post-Excavation Bank Sampling Work Plan*, which is Appendix D to the CQAPP (AMEC et al., 2012c).

Bank and RCRA unit record samples were collected at 17 locations between May and August 2013. Six sample locations were approximately equally spaced along the shoreline at approximately the +12 foot MLLW post-excavation/pre-backfill contour to characterize the soils left in place within the footprint of the former 2-40s building complex. Three additional bank sample locations were spaced along the Southwest Bank Area. The three bank samples along the Southwest Bank Area were collected between +7.7 feet MLLW and -1.6 feet MLLW.

RCRA unit record samples were collected at eight locations within or immediately adjacent to RCRA solid waste management units or other areas located within the footprint of the former 2-40s building complex. The excavated surfaces at the sample locations varied from +1.5 feet MLLW to -2.4 feet MLLW. The results of post-excavation sampling are provided in Appendix F.

#### **2.2.5 Backfill**

Backfill of the shoreline was conducted in two phases. Each day, when a section of excavation was completed, the area was partially backfilled with sand and gravel or gravel ballast to minimize potential releases of turbidity into the waterway. After completion of the excavation along the south shoreline, the final backfill was placed, proceeding from north to south.

Backfill layering was completed per the design requirements. The backfill placed at the bottom of the excavation up to 2 feet below final grade consisted of sand and gravel or gravel ballast. An exception was in areas that required over-excavation, where some riprap was used at the bottom of the excavation to provide additional bank stability (see the as-built isopach for the South Shoreline in

Appendix A). For the shoreline slope below +5 feet MLLW, the bottom layer of backfill was covered with sand up to the final grade. Above +5 feet MLLW, the final surface backfill for the shoreline slope used an amended sand (organic compost material was added to the sand) to form a nutrient-rich base for the habitat planting. The amended sand layer was considered highly erodible; therefore, coir matting was placed to protect the sand layer from scour from tides and boat traffic.

The final backfill material placement was done in 18-inch lifts and track-compacted by a bulldozer. The final amended sand layer was also compacted, but to a lesser degree, to allow for growth of vegetation. A total of 31,300 cy of backfill was placed on the South Shoreline. Figure 8 is an aerial photograph showing the completed South Shoreline.

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### **3.0 SOUTH SHORELINE WASTE HANDLING**

Demolition debris and excavated material were transported to the containment areas—one for RCRA hazardous materials, TSCA waste containing >50 ppm PCBs, and suspect material, and one for the non-hazardous (Subtitle D) materials (excavated soil and demolition debris). The waste was segregated and stockpiled accordingly.

The suspect material was sampled and tested for waste characterization. Material classified as either RCRA hazardous materials or TSCA waste containing >50 ppm PCBs was shipped to the CWM landfill in Arlington, Oregon, except for seven truck loads (approximately 230 tons) of hazardous waste that was sent to the US Ecology RCRA C landfill in Idaho. Materials determined to be non-hazardous were shipped by truck to the Waste Management, Inc. (WM) Subtitle D landfill in Wenatchee, Washington. A small quantity of uncontaminated structural and reinforcing steel was recycled off site.

#### **3.1 SOIL**

Areas of expected hazardous and non-hazardous materials on the South Shoreline were identified based on sampling conducted during the investigation and design phases of the project. Initially, the excavated material was segregated according to this determination. However, as excavation proceeded, certain material in the areas expected to contain RCRA hazardous materials did not appear to be highly contaminated, and some suspect material was encountered in the areas expected to contain non-hazardous (Subtitle D) materials. Both of these waste types were stockpiled in the RCRA/TSCA/suspect materials containment area as suspect material and sampled to characterize the materials prior to disposal. Analytical results were reported to Boeing's waste specialist, who classified the material for final disposition. The field engineer verified that the contractor's personnel correctly segregated the hazardous and non-hazardous segments for shipment.

A total of approximately 75,100 tons of non-hazardous soil and debris from the South Shoreline Area were sent to the WM Subtitle D landfill in Wenatchee, Washington. A total of 67 tons of creosoted pilings were disposed of at the WM Subtitle D Wenatchee landfill. In addition, approximately 926 tons of creosoted pilings were sent to the WM Columbia Ridge landfill in Arlington, Oregon. A detailed breakdown of the waste truck hauling to the landfills is shown in Appendix C.

A total of approximately 9,900 tons of hazardous and TSCA waste containing >50 ppm PCBs were disposed of at hazardous waste landfills, of which approximately 8,400 tons were characteristic hazardous waste and approximately 1,500 tons were TSCA waste containing >50 ppm PCBs.

## **3.2 WATER TREATMENT**

Two separate water treatment systems were constructed, each within a containment area. One of the water treatment systems was designed to treat captured stormwater that had come in contact with excavated soils or demolition debris. The second treatment system was a dredge return water treatment system built for future dredging work.

### **3.2.1 RCRA/Stormwater Treatment System**

The water that was generated from shoreline excavation dewatering, stormwater, free water draining from excavated material and stormwater within the stockpile containment areas, water collected from the vaults under the slab overhang, and any decontamination rinsate was collected and processed through the treatment system, tested for constituents of concern, and subsequently discharged into the sanitary sewer. Figure 9 shows the layout of the RCRA/stormwater treatment system.

An industrial wastewater discharge permit, King Country Wastewater Discharge Authorization No. 4254-01, was obtained from King County Metro to treat and dispose of any water generated from the work areas. Water treated by this system was sent to the King County POTW. A copy of the permit authorization is included in Appendix E.

The treatment system initially consisted of settling tanks, sand filter, granulated activated carbon (GAC) vessels, and holding tanks. For the dewatering from the shoreline excavation, a separate set of settling tanks and an oil/water separator were set up to minimize introduction of suspended solids and light nonaqueous phase liquid into the treatment system.

After the initial treatment and batch sampling, Metro authorized continuous discharge of the treated water with inline sampling. However, during discharge of the treated water from the Stretch Press Pit, the laboratory result showed an exceedance of PCBs in a sample taken at the outlet of the GAC system. As a result, the GAC in the vessels was replaced, two additional GAC vessels were added to increase the residence time, and filter bag housings were added to the system to increase removal of the suspended sediment from the wastewater. As a result of this, Metro required Boeing to return to batch sampling before and after treatment, including sampling in between and after the GAC vessels to identify breakthrough.

Subsequent samples met the discharge criteria. On two occasions when the PCB detection seemed close to the discharge limit, the water was re-treated and re-sampled. The laboratory test results for the final discharge samples and Table E-1 documenting the individual discharges to the POTW are presented in Appendix E. A total of approximately 1,107,000 gallons of water were treated and discharged to the POTW through this system.

### **3.2.2 Dredge Return Water Treatment System**

A dredge return water treatment system was constructed at the southernmost end of the South Shoreline construction area in anticipation of the second in-water construction dredging season. During the shoreline excavation work, the dredge return water treatment system was not used, as the in-water dredging season was delayed until January 2014.

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## **4.0 QUALITY ASSURANCE/QUALITY CONTROL**

Quality assurance and control was conducted throughout the project on every aspect of the work to verify adherence to the design requirements and specifications, in accordance with the CQAPP (AMEC et al., 2012c).

Survey bench marks were set away from the shoreline by Duane Hartman & Associates, Inc., licensed surveyors in the state of Washington. The contractor established additional on-site control points closer to their operations. Project baseline, stationing, offsets, and work limits were staked and labeled in the field for ease of reference during construction activities. The contractor staked and maintained the project baseline, stationing, and offsets during the course of the project by using RTK survey methods. All excavation surveys and outfall installation were surveyed by the contractor and verified by Minister-Gleaser Surveying, Inc., licensed surveyors in the State of Washington. Duane Hartman & Associates, Inc. surveyed the final grades.

The contractor uploaded the shoreline excavation and backfill grades into a RTK system. The earthwork machinery was equipped with RTK units, which allowed the operator to know the exact location of the bucket or blade and the exact depth of cut and final backfill at any given point. The accuracy of the RTK units on the equipment was checked daily using a portable RTK unit, which served as the excavation record survey. Each point was hand-written by the field engineer and checked against the surveyed information. When the final excavation was reached and approved, the excavator operator positioned the bucket at various locations and logged the elevation electronically. The data were downloaded and locations and elevations were used by AMEC CAD operators to generate the record information on the drawings. The grades were verified by a handheld portable RTK unit at regular intervals. With a few minor exceptions, final excavation and backfill grades were to within 0.5 foot of the design, vertically (see Figure 4). The final excavation and backfill grades are shown in Appendix A.

Imported backfill material was tested in accordance with the project specifications approximately every 5,000 cy for gradation (and compaction, if applicable). The backfill material was visually inspected as it was used to verify the correct material was used at the correct location. In addition, AMEC tested representative samples for gradation to confirm compliance with the project specifications. The QA/QC data, including tables of the testing conducted, are presented in Appendix B.

Vibration monitoring was performed during demolition activities along the South Shoreline to evaluate potential damage to nearby structures such as the utility corridors. The vibration monitoring report is included in Appendix B.

Source backfill material was tested for chemical constituents in accordance with the CQAPP. Data from this sampling was previously reported to EPA for the first dredging season. As the quarry face tested in the first dredging season was still in use, further chemical analyses were not required. Additional chemical sampling was performed on the amendment material for the top habitat layer and was submitted to EPA and the Trustees in April 2013 (AMEC, 2013b).

## **5.0 END OF CONSTRUCTION SEASON DECONTAMINATION**

Following completion of construction, all equipment was staged within the RCRA/TSCA/suspect material and non-hazardous (Subtitle D) material containment areas for decontamination prior to demobilization. Equipment used for shoreline construction were decontaminated to meet a visually clean debris surface in accordance with 40 CFR 268.45, Table 1, footnote 3. Water used in the decontamination was captured, sent to the RCRA/stormwater treatment system, and discharged to the POTW. Stockpile areas were decontaminated and re-used for construction of the dredge return water treatment system (including construction of a large settling basin). The dredge return water treatment system was rebuilt in the fall of 2013 to be used for the in-water dredging work in 2014.

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## **6.0 SHORELINE PLANTINGS AND HABITAT FEATURES**

Figures 3 and 8 are aerial photographs showing the completed habitat plantings on the North and South Shorelines. The habitat final grades, habitat planting, and goose exclusion barriers were constructed in accordance with the approved plans, specifications, and design changes, which are detailed in Appendix G.

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## **7.0 ARCHAEOLOGICAL MONITORING**

Archaeological monitoring of the project was performed in accordance with the *Archaeological Work Plan*, which is Appendix G to the *Final Design Report* (AMEC et al., 2012a). On-site construction personnel were trained to spot a wide range of cultural resources that could be uncovered during construction excavation or dredging, using an archaeological training video. During these training meetings, the appropriate chain of communication was established and contact information was disseminated to the construction personnel in the event of an inadvertent discovery. The requirements for artifact discovery also were discussed.

No archaeological material was uncovered during this portion of the construction season. Inspection of the project by an AMEC archaeologist revealed construction excavation and dredging in areas that consisted primarily fill material and/or that had been disturbed previously. Non-diagnostic chunks of broken concrete, metal fragments, and building debris were observed in the sediment storage piles at the South Shoreline Area. An archaeological monitoring program synopsis is attached in Appendix H.

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## **8.0     HEALTH AND SAFETY**

Beginning in late April 2013, AMEC performed pre-work review and periodic field audits of site safety procedures applied by AMEC and Boeing contractors.

In addition to ongoing support of the AMEC field team, development of a project-specific *Health and Safety Plan* (Appendix G in the *Final Construction Statement of Work* [AMEC et al., 2012b]) and addenda (AMEC, 2013c through e), plan reviews and field audits of shoreline construction operations were conducted. AMEC reviewed revisions to the contractor health and safety plan and performed field audits on April 22, May 10, June 25, and August 16. Each audit was documented in a checklist report. If compliance deficiencies were observed during the audit, an associated table of action items was recommended to the responsible parties.

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## **9.0 REFERENCES**

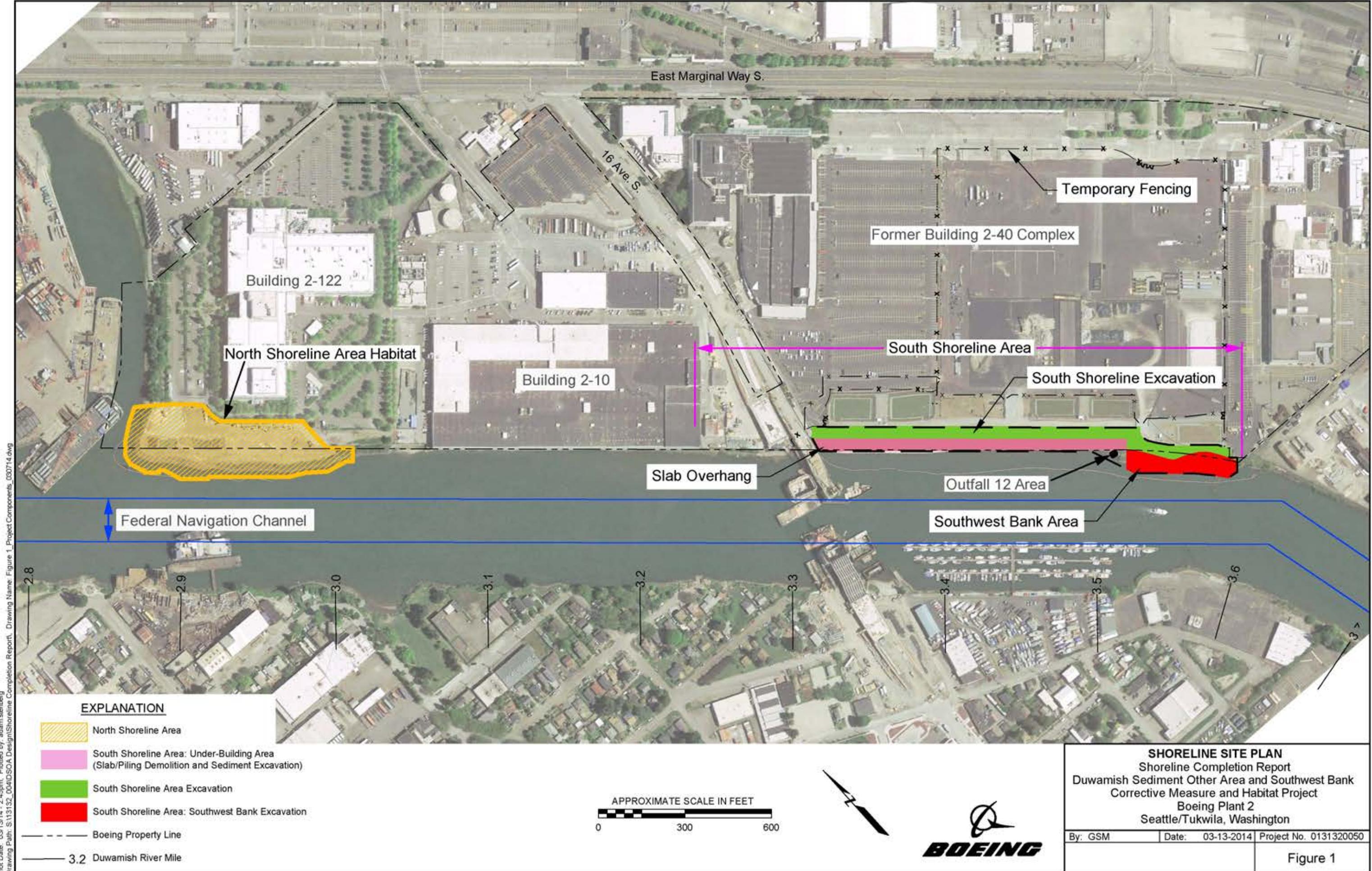
- AMEC et al. (AMEC Environment & Infrastructure, Inc., Dalton, Olmsted & Fuglevand, Inc., and Floyd|Snider, Inc.). 2012a. Final Design Report, Duwamish Sediment Other Area and Southwest Bank Corrective Measure and Habitat Project, Boeing Plant 2, Seattle/Tukwila, Washington. Prepared for The Boeing Company, Seattle, Washington, December.
- 2012b. Final Construction Statement of Work, Duwamish Sediment Other Area and Southwest Bank Corrective Measure and Habitat Project, Boeing Plant 2, Seattle/Tukwila, Washington. Prepared for The Boeing Company, Seattle, Washington, December.
- 2012c. Final Construction Quality Assurance Project Plan, Duwamish Sediment Other Area and Southwest Bank Corrective Measure and Habitat Project, Boeing Plant 2, Seattle/Tukwila, Washington. Prepared for The Boeing Company, Seattle, Washington, December.
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- AMEC and FSI (AMEC Environment & Infrastructure, Inc., and Floyd|Snider, Inc.). 2013. South Shoreline Subsurface Environmental Characterization Work Plan, Duwamish Sediment Other Area and Southwest Bank Corrective Measure and Habitat Project, Boeing Plant 2, Seattle/Tukwila, Washington. Prepared for The Boeing Company, Seattle, Washington.
- 2013b. Addendum, South Shoreline Subsurface Environmental Characterization Work Plan, Duwamish Sediment Other Area and Southwest Bank Corrective Measure and Habitat Project,

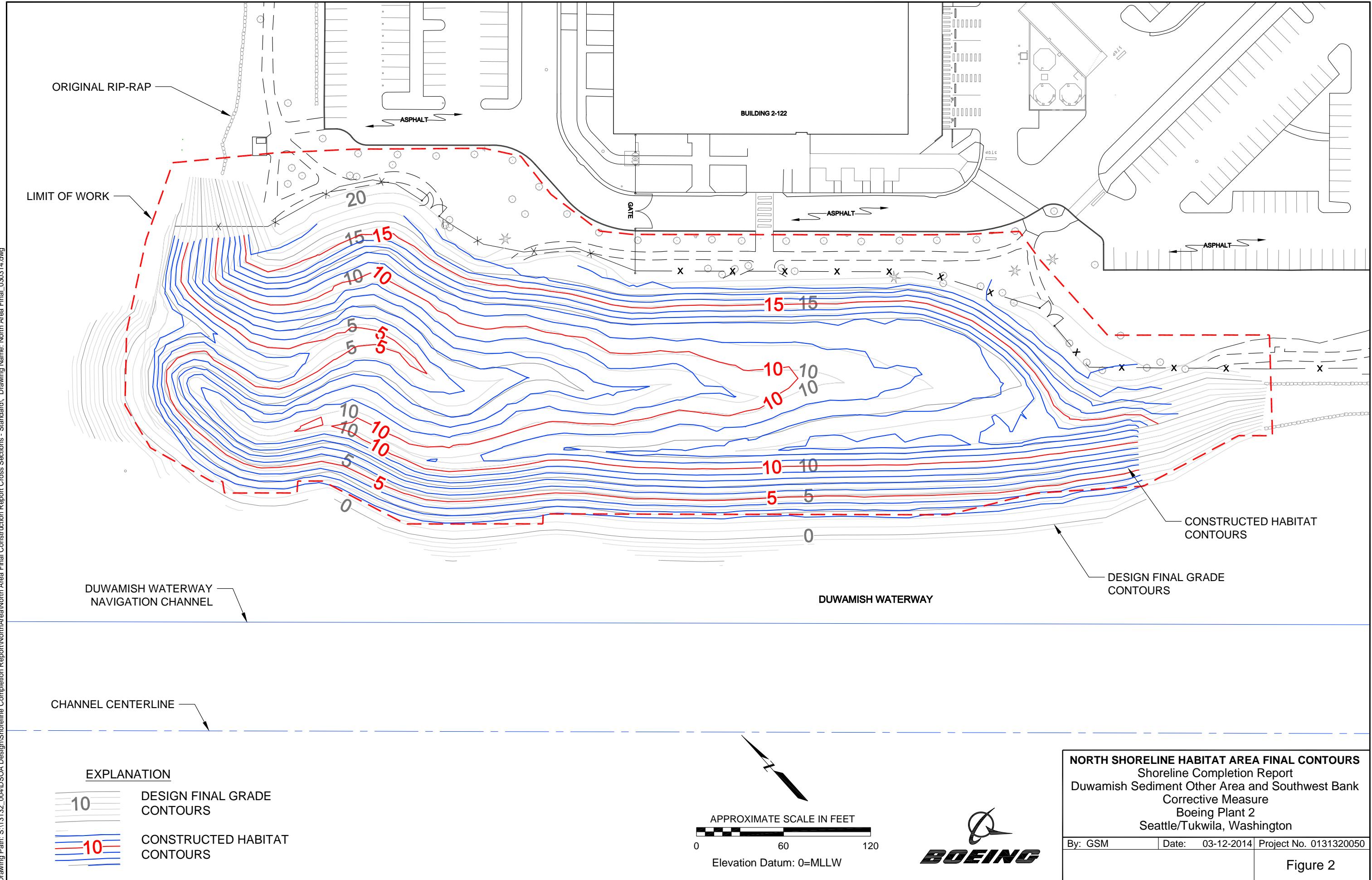
Boeing Plant 2, Seattle/Tukwila, Washington. Prepared for The Boeing Company, Seattle, Washington.

— 2013c. South Shoreline Subsurface Environmental Characterization Quality Assurance Project Plan, Duwamish Sediment Other Area and Southwest Bank Corrective Measure and Habitat Project, Boeing Plant 2, Seattle/Tukwila, Washington. Prepared for The Boeing Company, Seattle, Washington.

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**FIGURES**





## Looking Northeast



## Looking South



Photos courtesy of The Boeing Company

### NORTH SHORELINE AREA

Shoreline Completion Report

Duwamish Sediment Other Area and Southwest Bank  
Corrective Measure and Habitat Project

Boeing Plant 2

Seattle/Tukwila, Washington

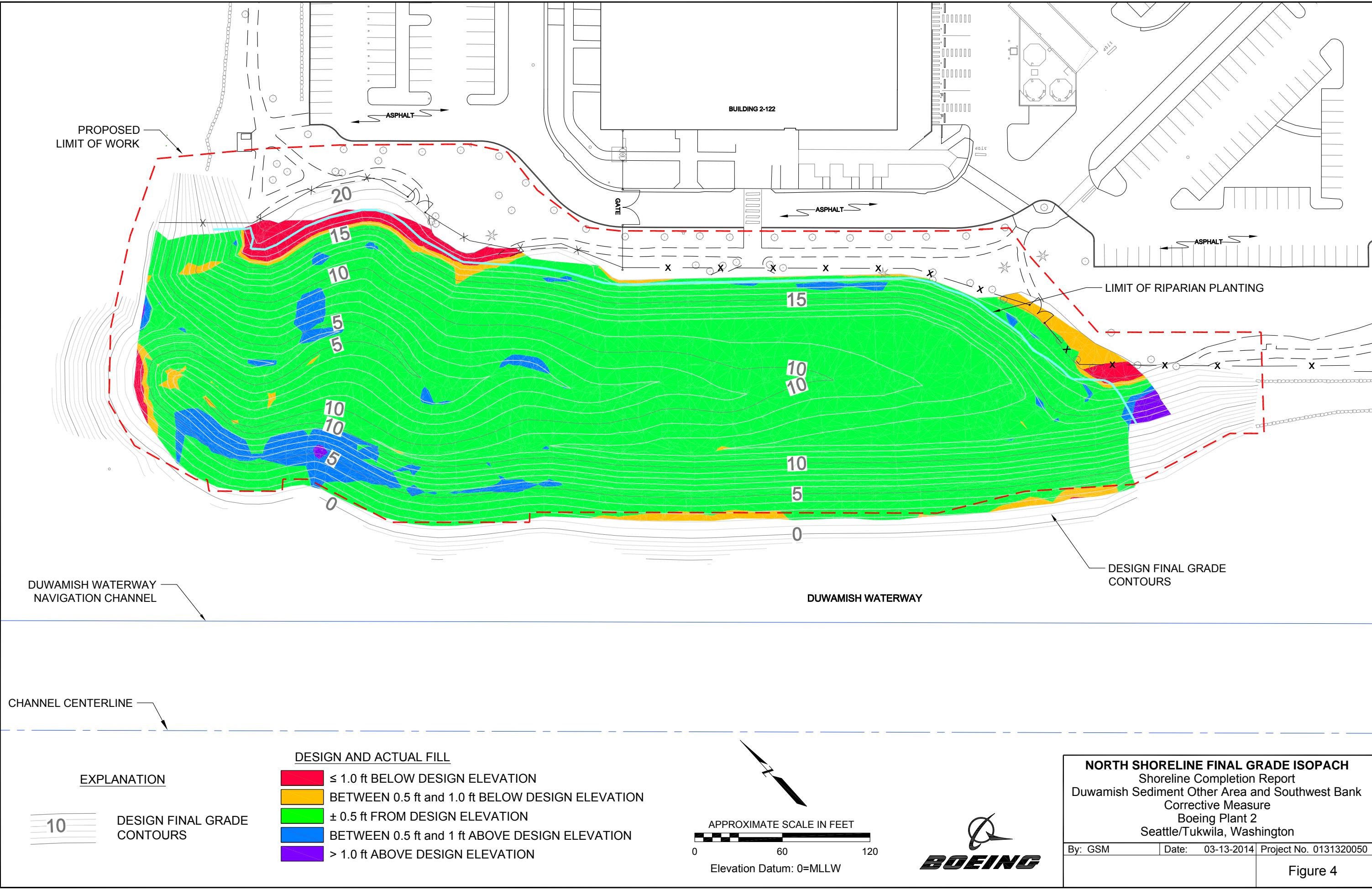
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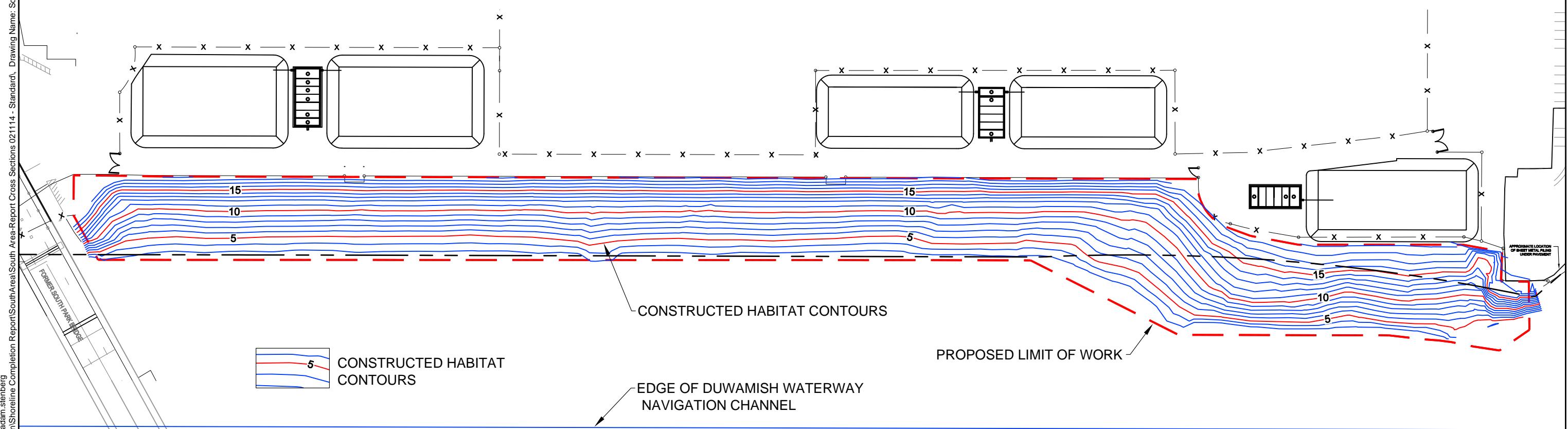
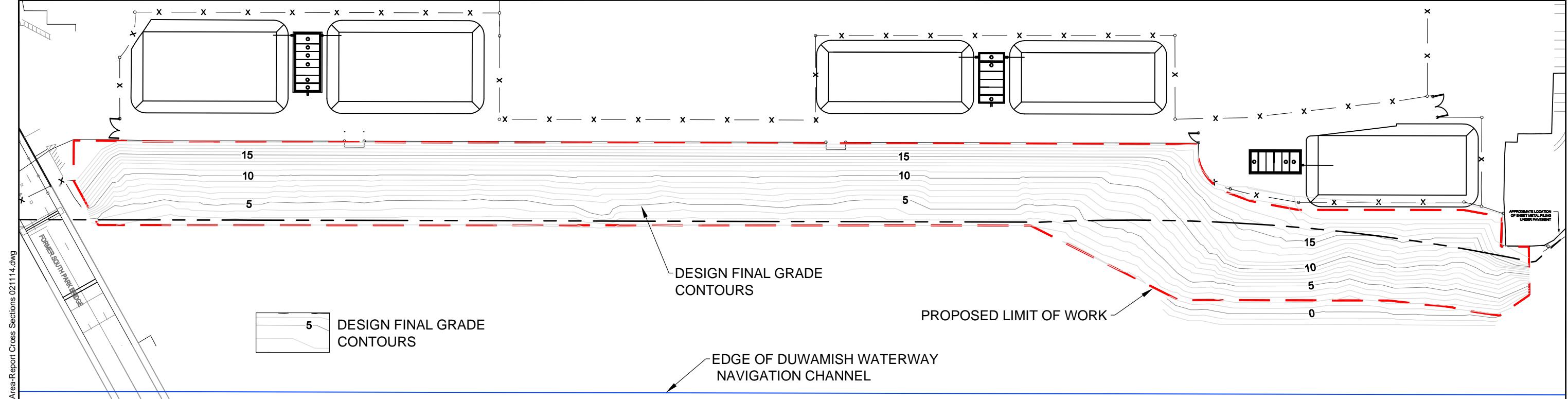
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Figure 3

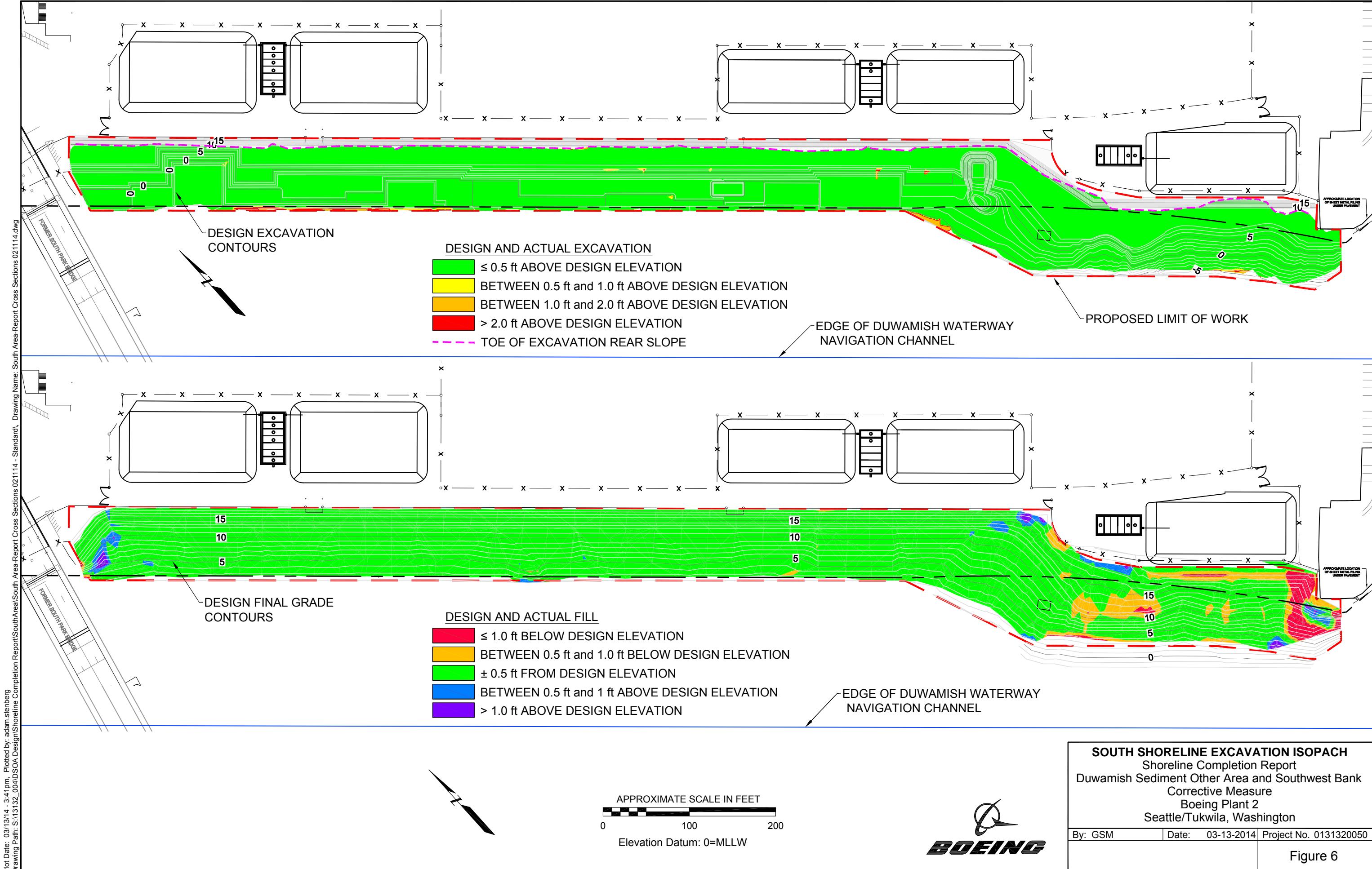




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Duwamish Sediment Other Area and Southwest Bank		
Corrective Measure		
By: GSM	Date: 03-13-2014	Project No. 0131320050
		Figure 5





CONTAINMENT AREA LAYOUT		
Shoreline Completion Report		
Duwamish Sediment Other Area and Southwest Bank		
Corrective Measure and Habitat Project		
Boeing Plant 2		
Seattle/Tukwila, Washington		
By: APS	Date: 03/13/14	Project No. 131320080
		Figure 7

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**BOEING**

## Looking North

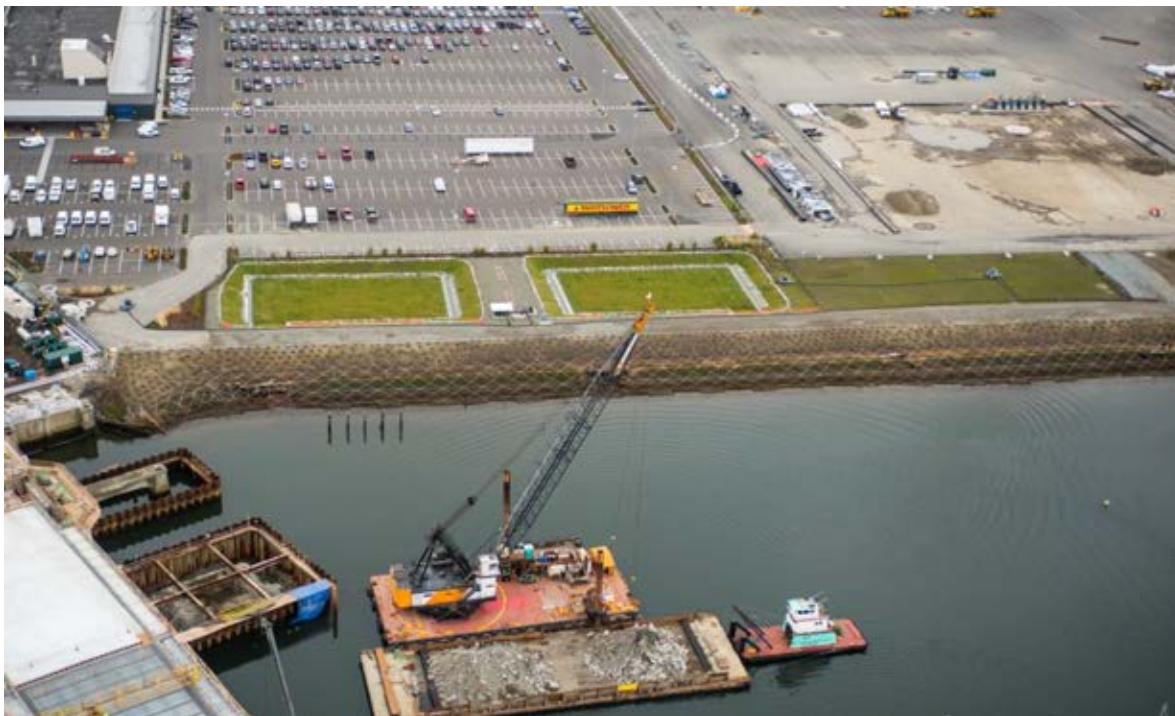


Photos courtesy of The Boeing Company

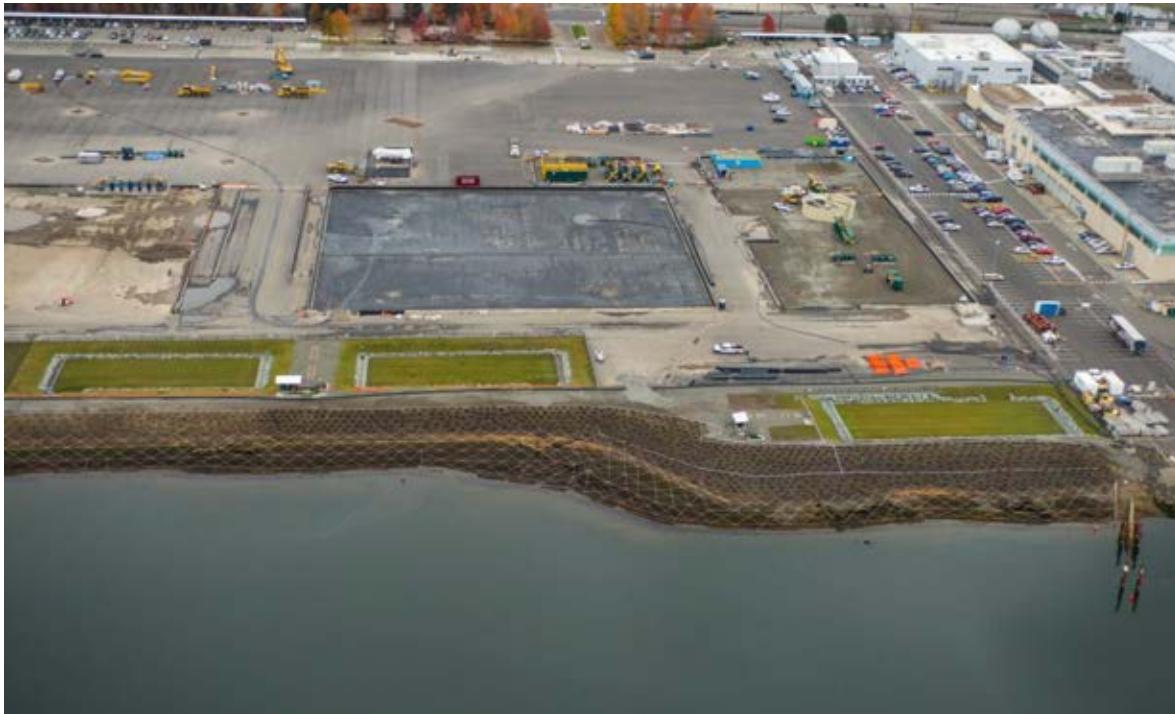
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Shoreline Completion Report  
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Corrective Measure and Habitat Project  
Boeing Plant 2  
Seattle/Tukwila, Washington

BY: RHG	Date: 5/13/14	Project No. 0131320090
 BOEING		Figure 8a

## Looking Northeast, North End



## Looking Northeast, South End



Photos courtesy of The Boeing Company

### SOUTH SHORELINE AREA

#### Shoreline Completion Report

Duwamish Sediment Other Area and Southwest Bank  
Corrective Measure and Habitat Project

Boeing Plant 2

Seattle/Tukwila, Washington

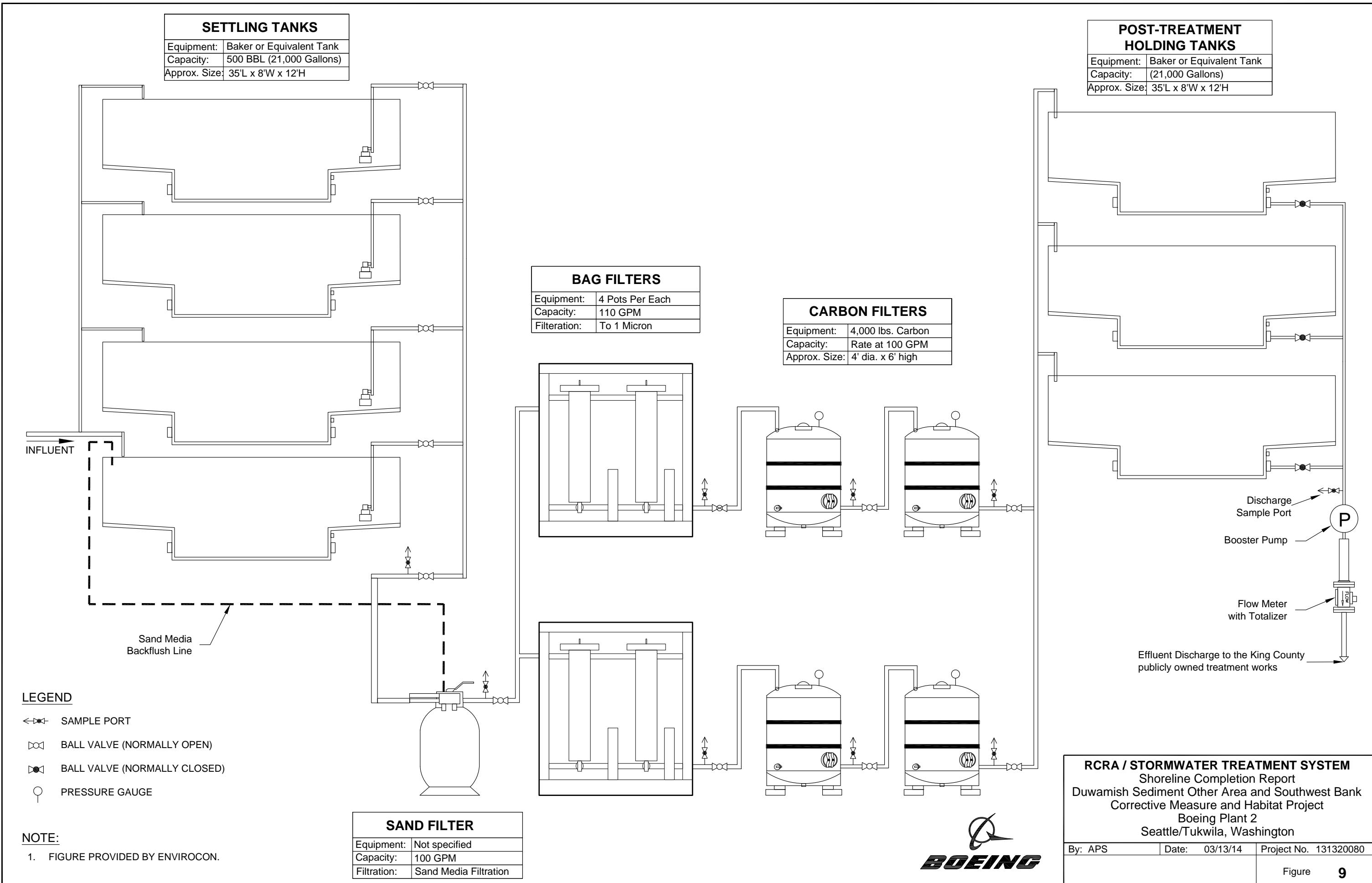
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Project No. 0131320090



Figure 8b



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**APPENDIX A**

North and South Shoreline As-Built Record Drawings

## **NORTH SHORELINE AREA AS-BUILT RECORD DRAWINGS**



10

**DESIGN FINAL GRADE CONTOURS**

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**BOEING PLANT 2 NORTH SHORELINE AREA**

**N-PLAN**

JOB NO. 131320050 COMP NO.

DWG NO.



#### DESIGN AND ACTUAL FILL

- ≤ 1.0 ft BELOW DESIGN ELEVATION
- BETWEEN 0.5 ft and 1.0 ft BELOW DESIGN ELEVATION
- ± 0.5 ft FROM DESIGN ELEVATION
- BETWEEN 0.5 ft and 1 ft ABOVE DESIGN ELEVATION
- > 1.0 ft ABOVE DESIGN ELEVATION

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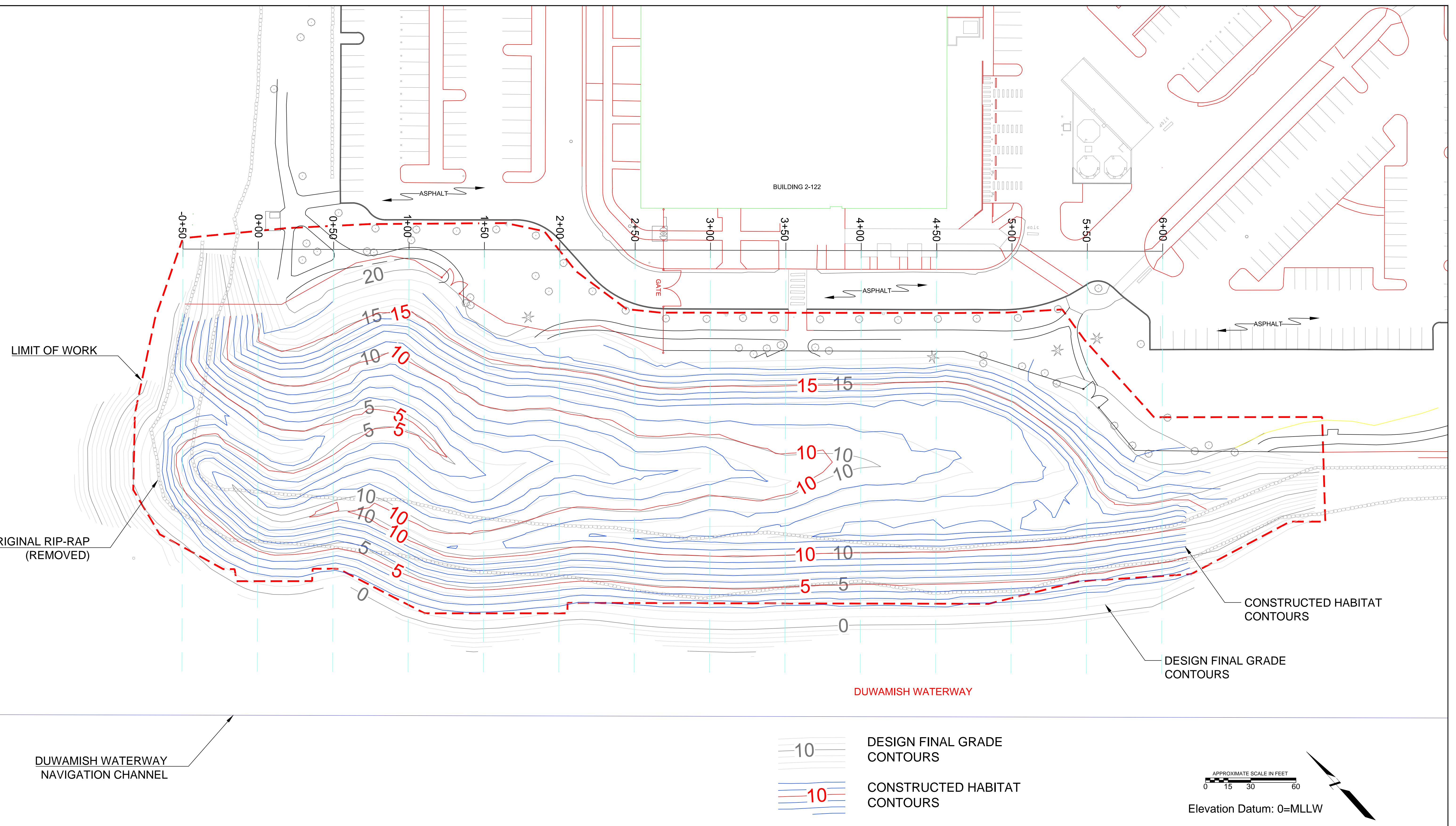
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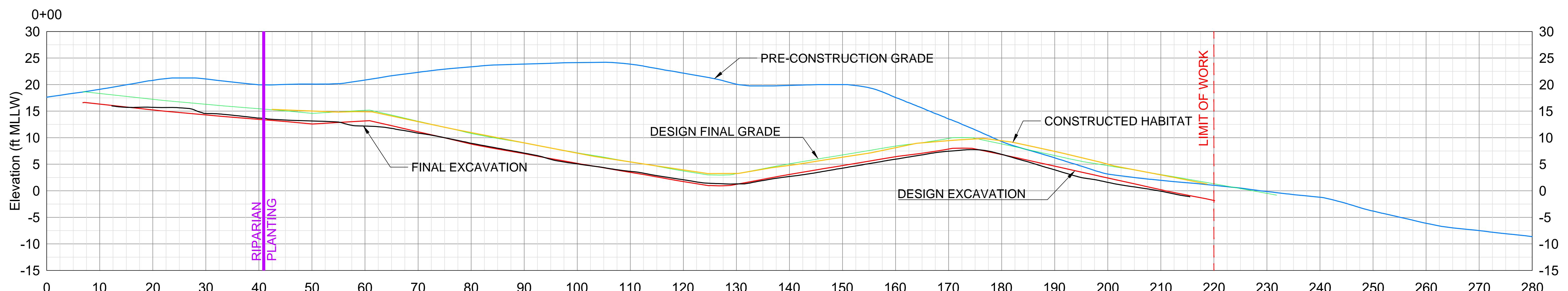
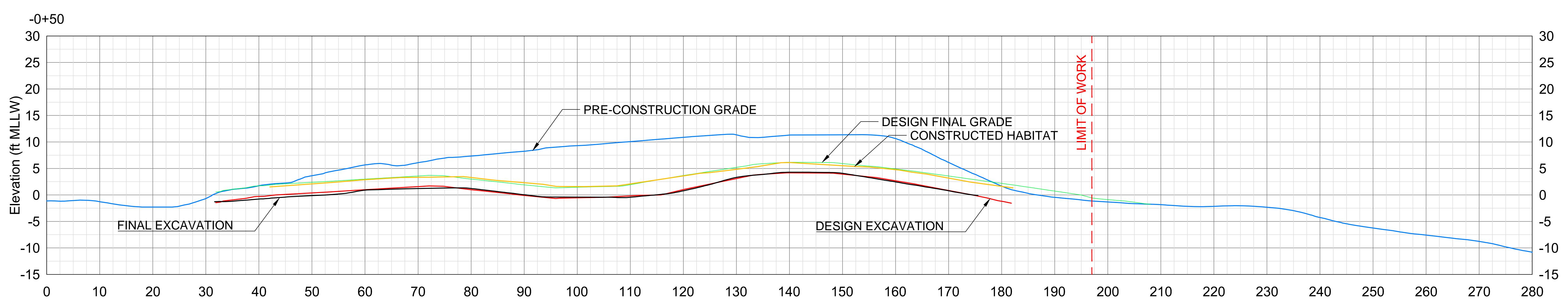
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JOB NO. 131320050  
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- PRE-CONSTRUCTION GRADE
- DESIGN EXCAVATION
- FINAL EXCAVATION
- DESIGN FINAL GRADE
- CONSTRUCTED HABITAT

The Boeing logo consists of a stylized aircraft profile on the left, followed by the word "BOEING" in a bold, italicized, sans-serif font. A registered trademark symbol (®) is positioned at the end of the "G".

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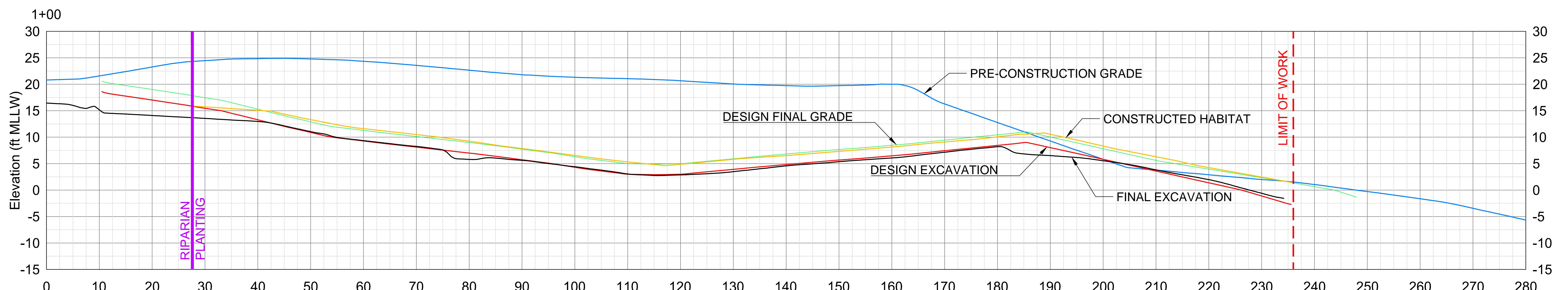
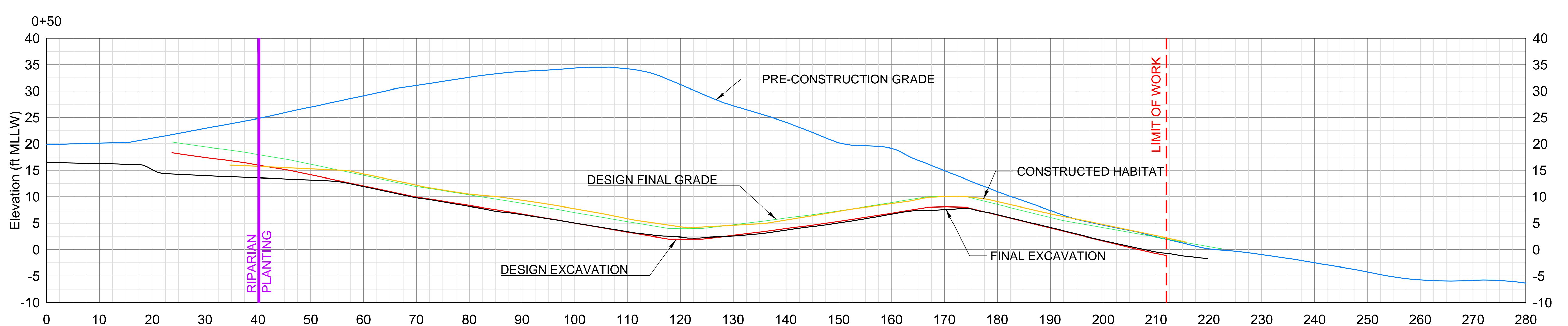
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# BOEING PLANT 2 NORTH SHORELINE AREA

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JOB NO.	131320050	COMP NO.	
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**DEING®**

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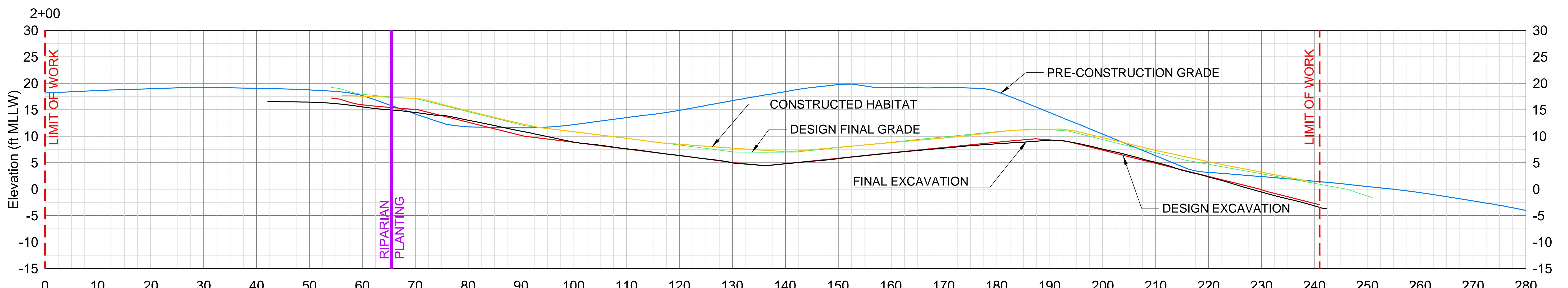
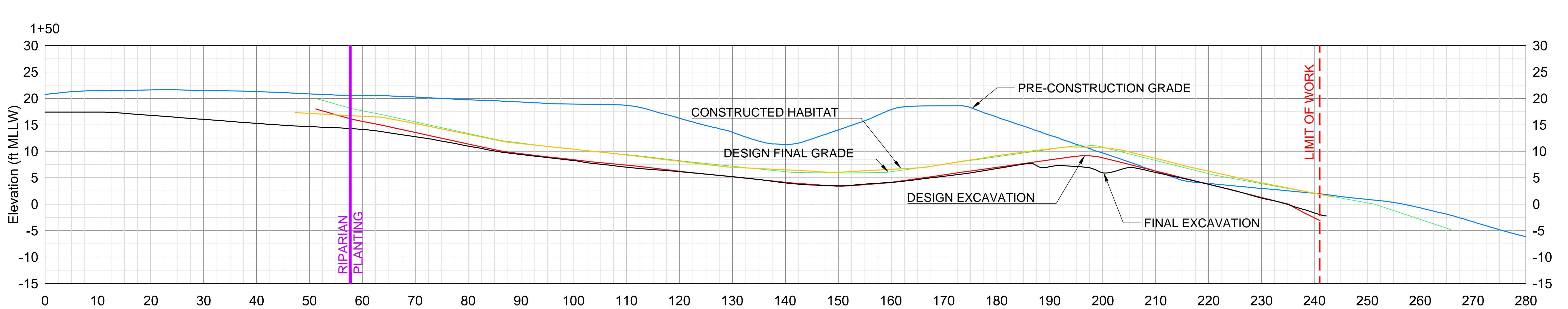
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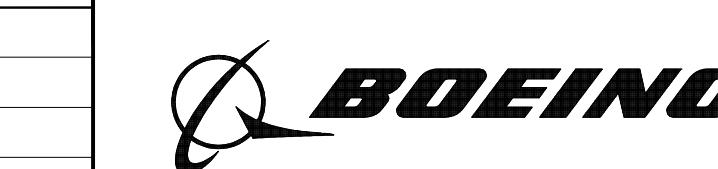
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DWG NO.		



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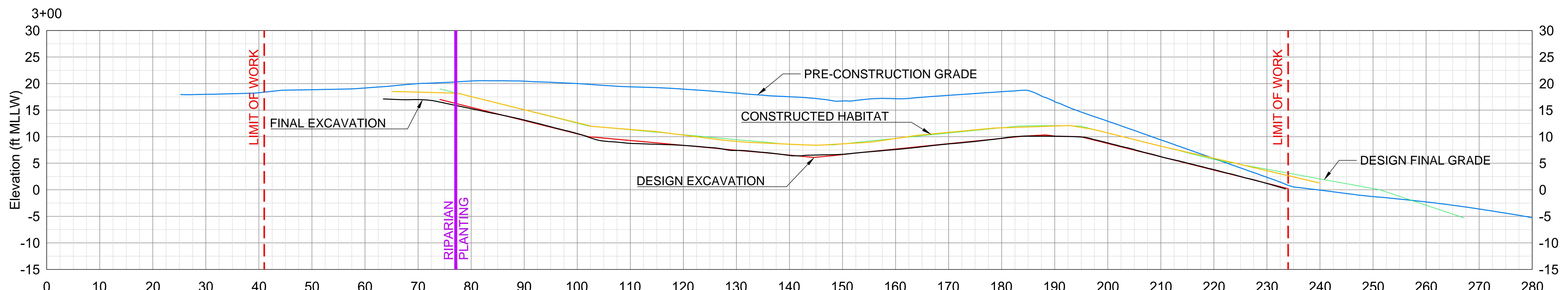
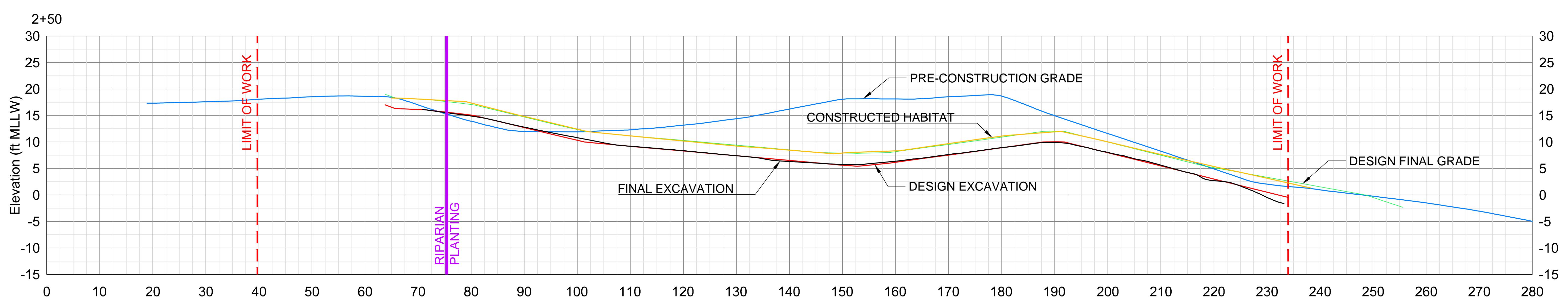
- PRE-CONSTRUCTION GRADE
- DESIGN EXCAVATION
- FINAL EXCAVATION
- DESIGN FINAL GRADE
- CONSTRUCTED HABITAT



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ACCEPTABILITY										DRAWN APS	DATE	SUBTITLE	CURRENT REVISION	SYMBOL	DATE
THIS DESIGN AND/OR SPECIFICATION IS APPROVED										CHECKED	06/22/11	AS-BUILT CROSS SECTIONS			
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												BOEING PLANT 2			
												NORTH SHORELINE AREA			

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JOB NO.	131320050	COMP NO.	
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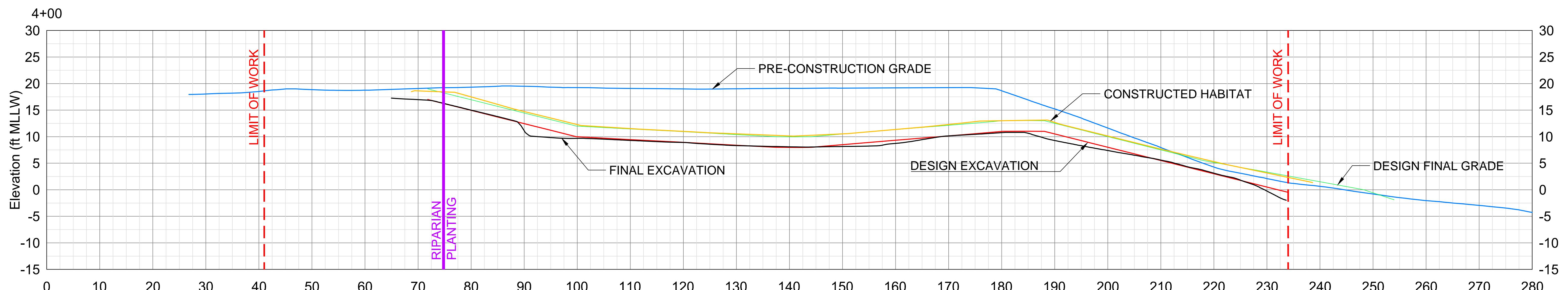
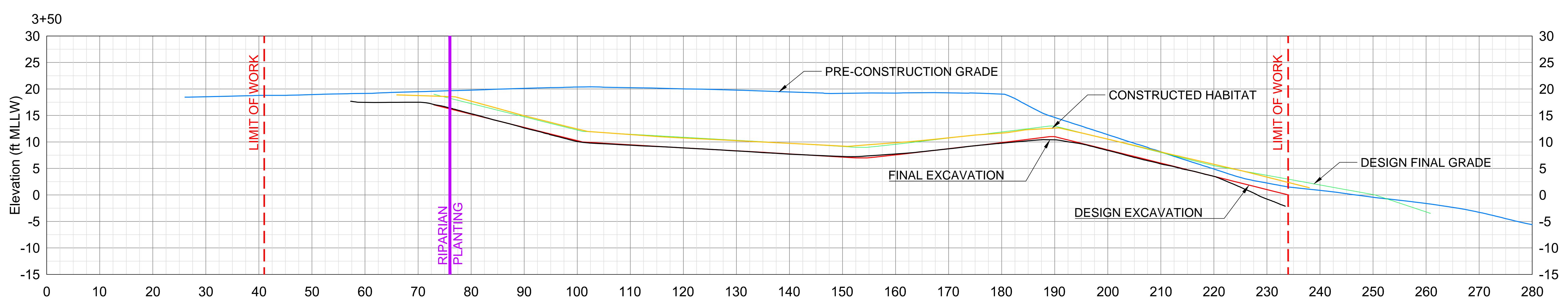


Elevation Datum: 0=MLLW

- PRE-CONSTRUCTION GRADE
- DESIGN EXCAVATION
- FINAL EXCAVATION
- DESIGN FINAL GRADE
- CONSTRUCTED HABITAT



		ACCEPTABILITY THIS DESIGN AND/OR SPECIFICATION IS APPROVED			DRAWN APS	DATE 06/22/11	SUBTITLE	<b>AS-BUILT CROSS SECTIONS</b>  <b>BOEING PLANT 2</b> <b>NORTH SHORELINE AREA</b>	CURRENT REVISION	SYMBOL	DATE 10/22/13
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					APPROVED				DWG NO.		



Elevation Datum: 0=MLLW



- PRE-CONSTRUCTION GRADE
- DESIGN EXCAVATION
- FINAL EXCAVATION
- DESIGN FINAL GRADE
- CONSTRUCTED HABITAT

The logo consists of a stylized lowercase letter 'g' enclosed within a dark oval shape, with a registered trademark symbol (®) positioned to its right.

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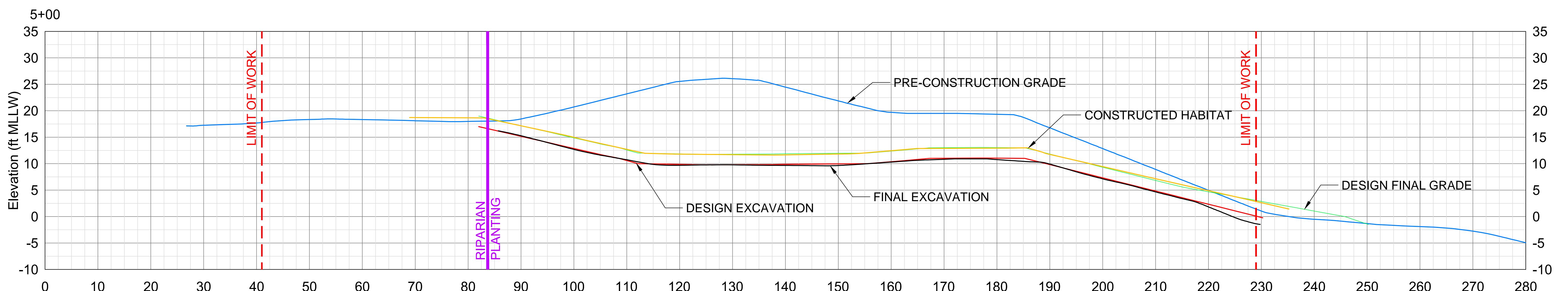
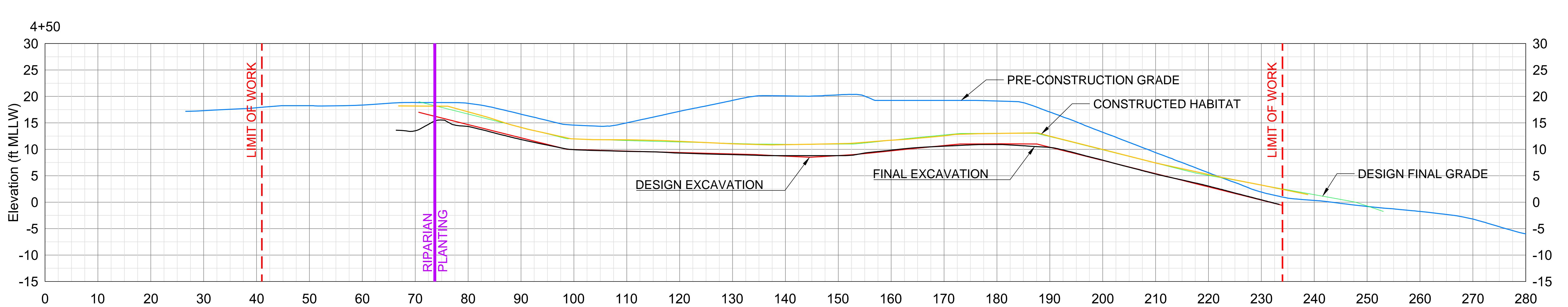
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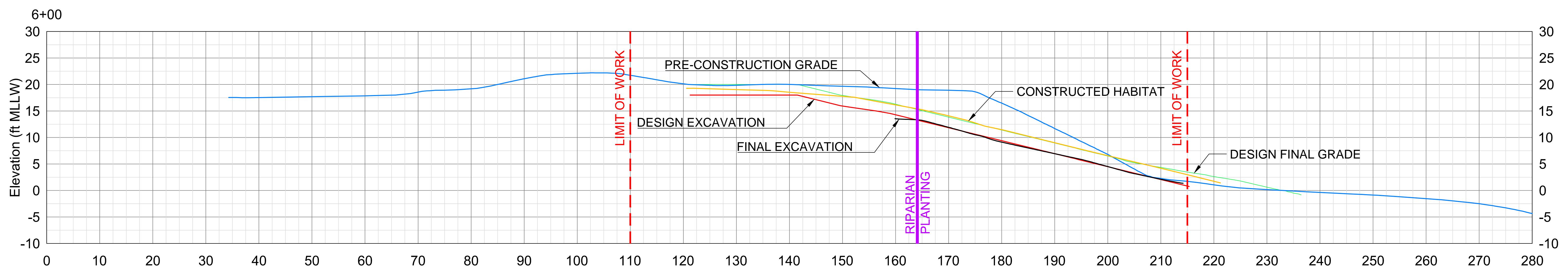
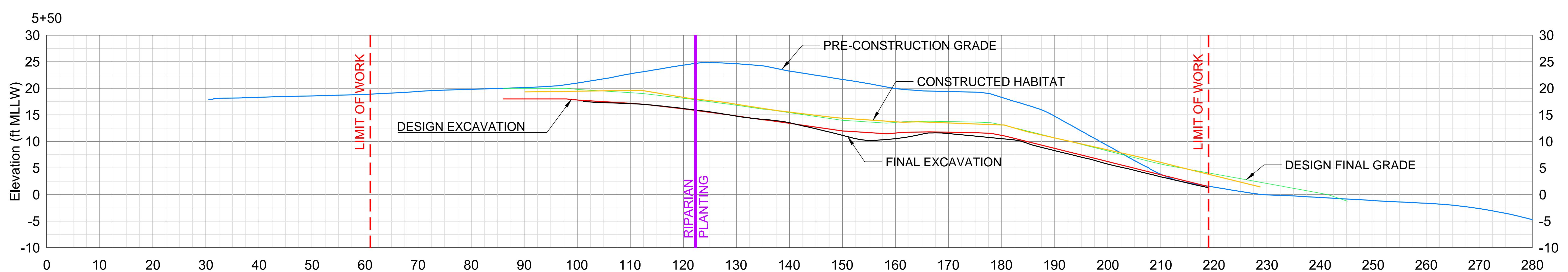


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- PRE-CONSTRUCTION GRADE
- DESIGN EXCAVATION
- FINAL EXCAVATION
- DESIGN FINAL GRADE
- CONSTRUCTED HABITAT

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										APPROVED BY	DEPT.	DATE	ENGINEER		TITLE			
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- PRE-CONSTRUCTION GRADE
- DESIGN EXCAVATION
- FINAL EXCAVATION
- DESIGN FINAL GRADE
- CONSTRUCTED HABITAT

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The Boeing logo consists of a stylized globe graphic on the left and the word "BOEING" in a bold, italicized, sans-serif font on the right. A registered trademark symbol (®) is located at the top right of the word "BOEING".

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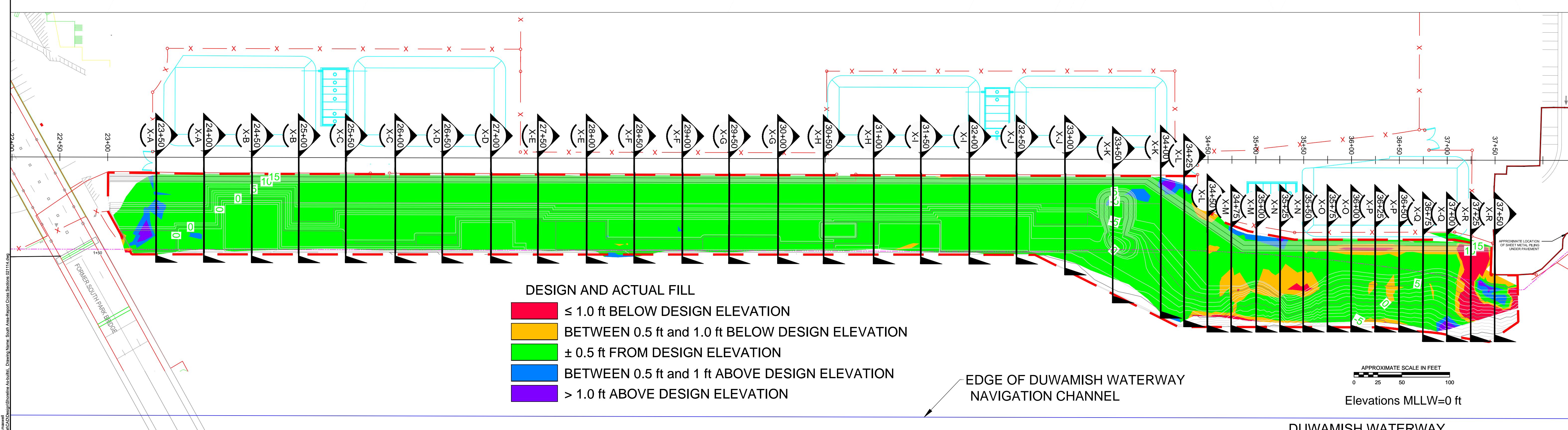
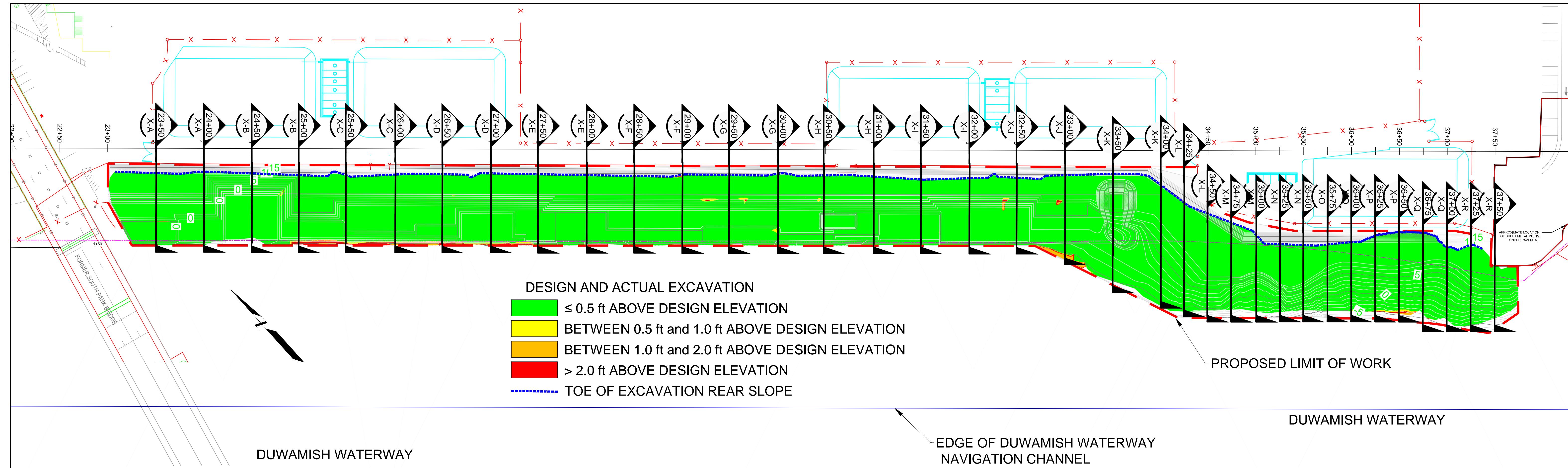
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	<b>XSEC-G</b>		
JOB NO.	131320050	COMP NO.	
DWG NO.			

**SOUTH SHORELINE AREA AS-BUILT RECORD DRAWINGS**

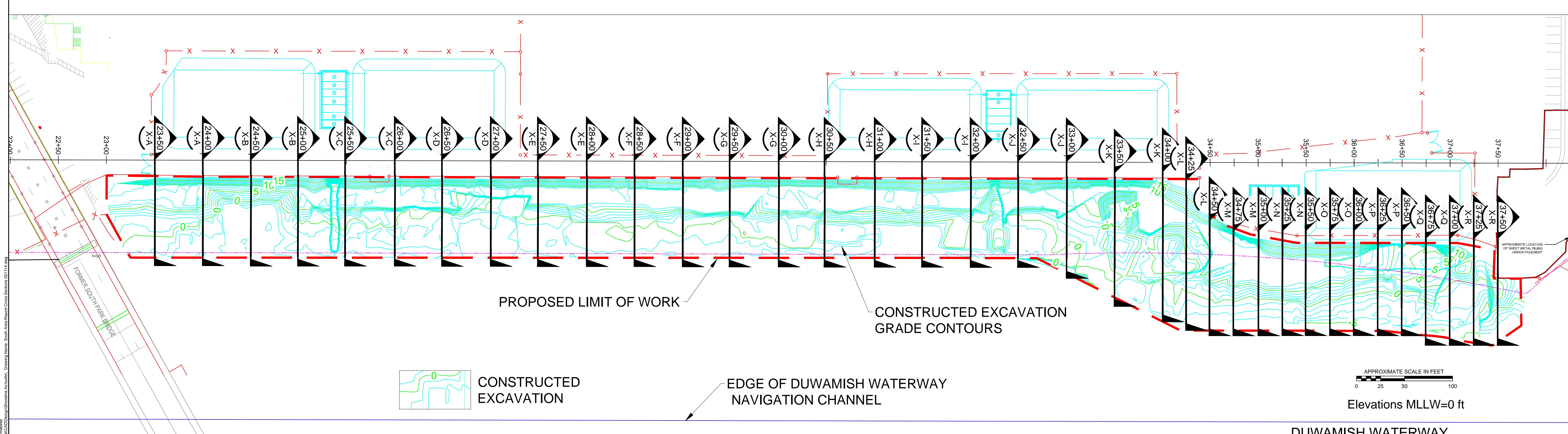
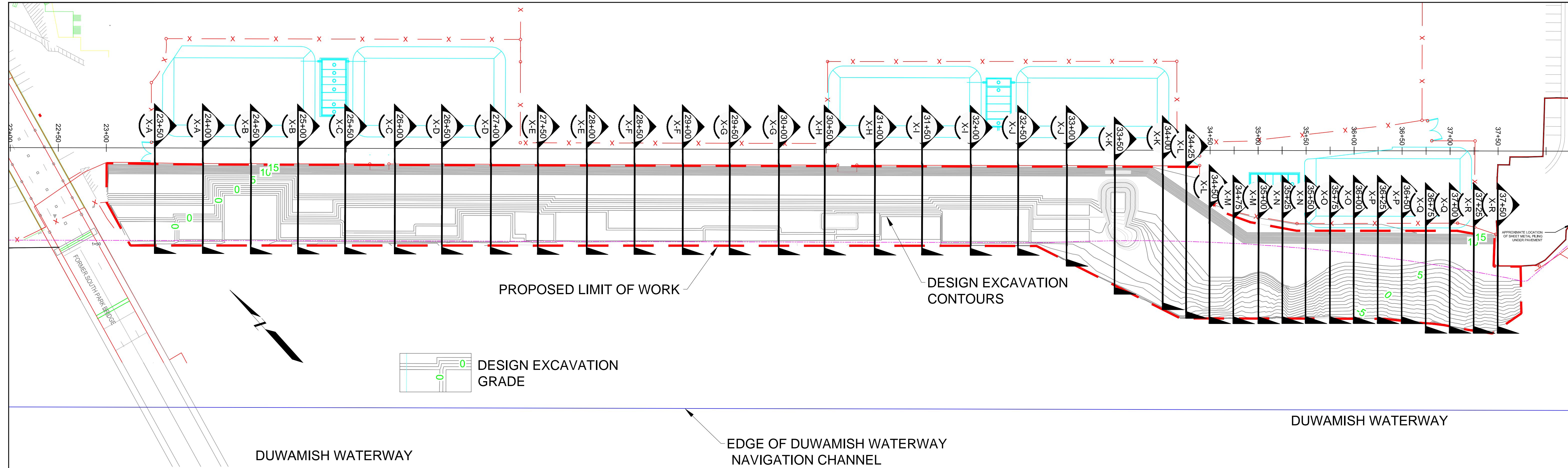


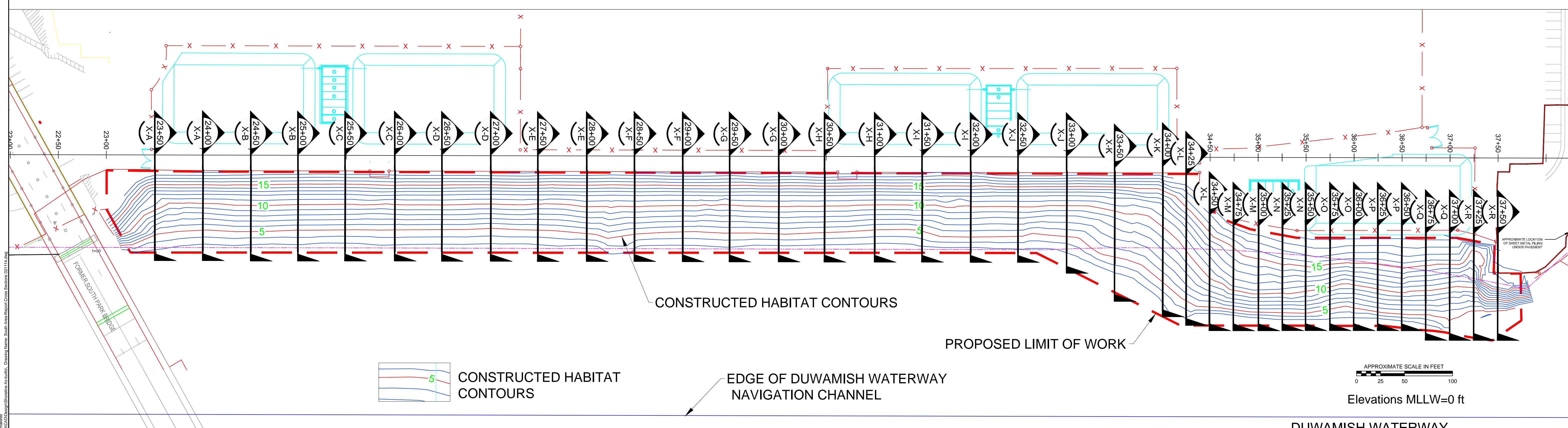
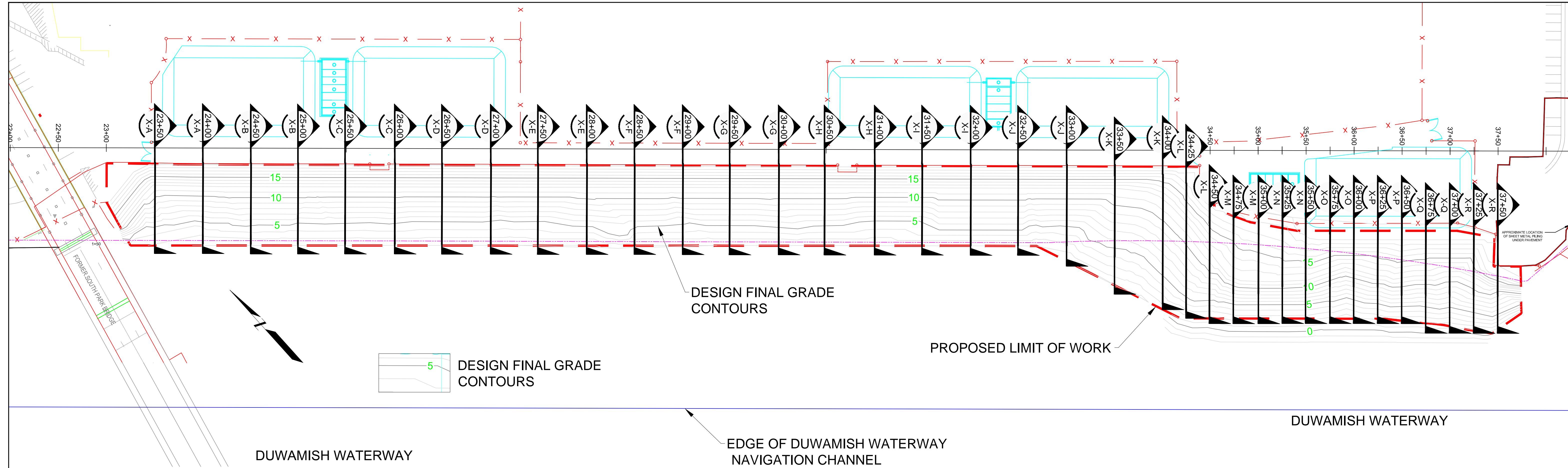
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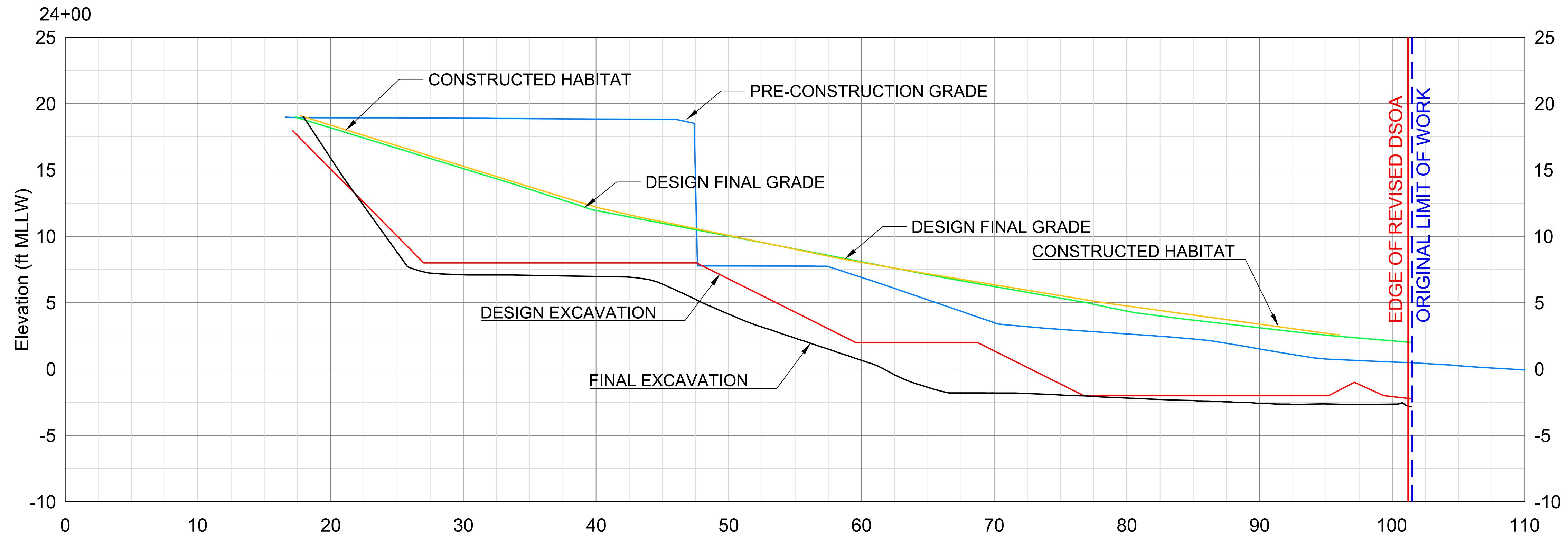
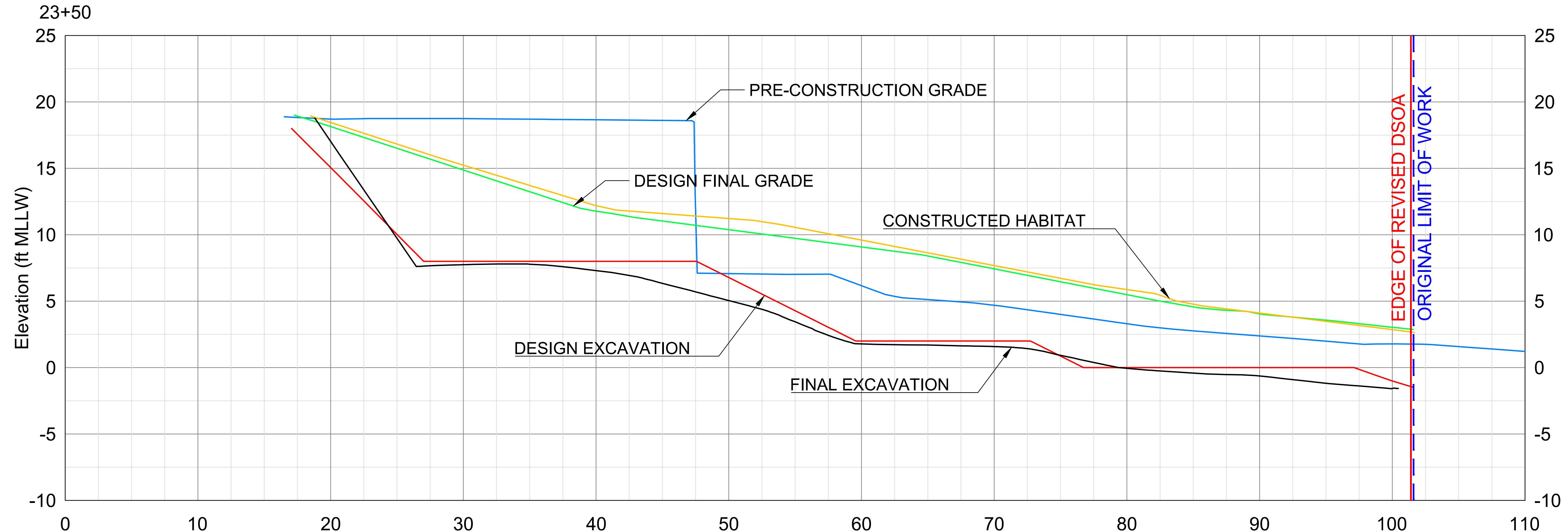
**BOEING®**

TITLE  
BOEING PLANT 2  
SOUTH SHORELINE AREA

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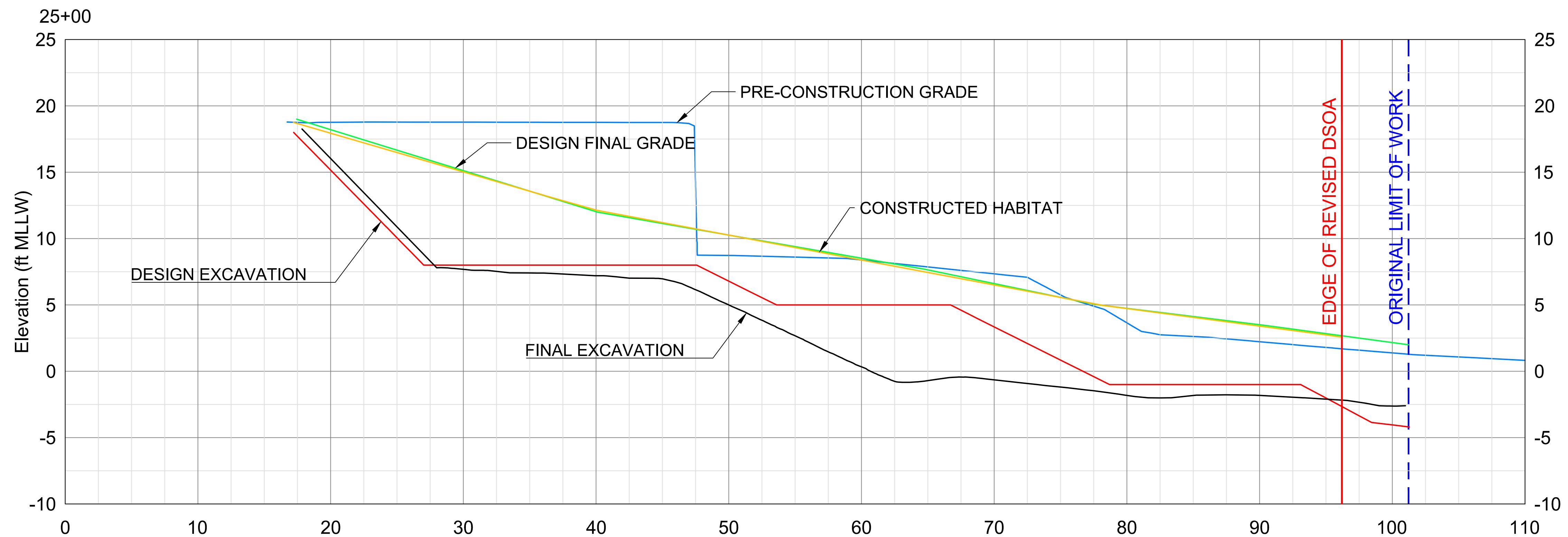
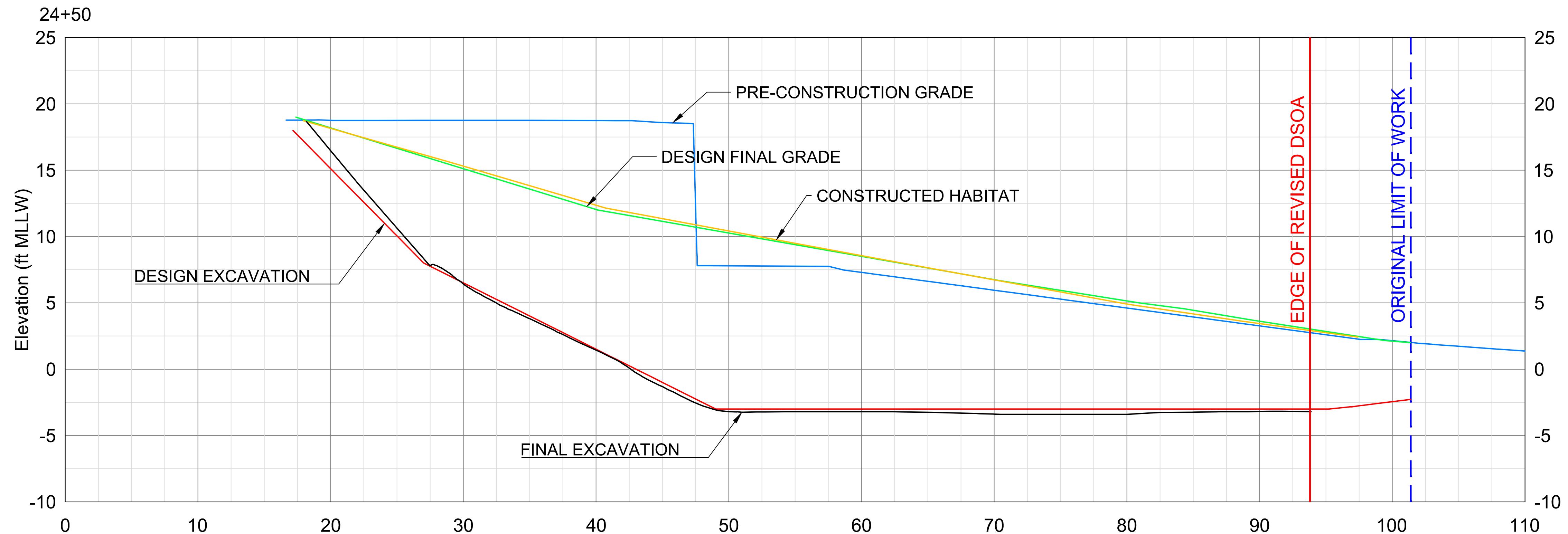






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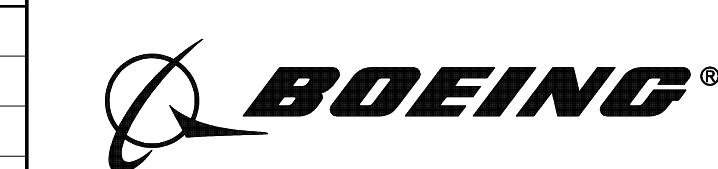
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<b>BOEING®</b>										TITLE			<b>AS-BUILT CROSS SECTIONS</b>				
<b>BOEING PLANT 2</b>										SHEET			<b>BOEING PLANT 2</b>				
<b>SOUTH SHORELINE AREA</b>										JOB NO.	0131320050	COMP NO.	<b>SOUTH SHORELINE AREA</b>				
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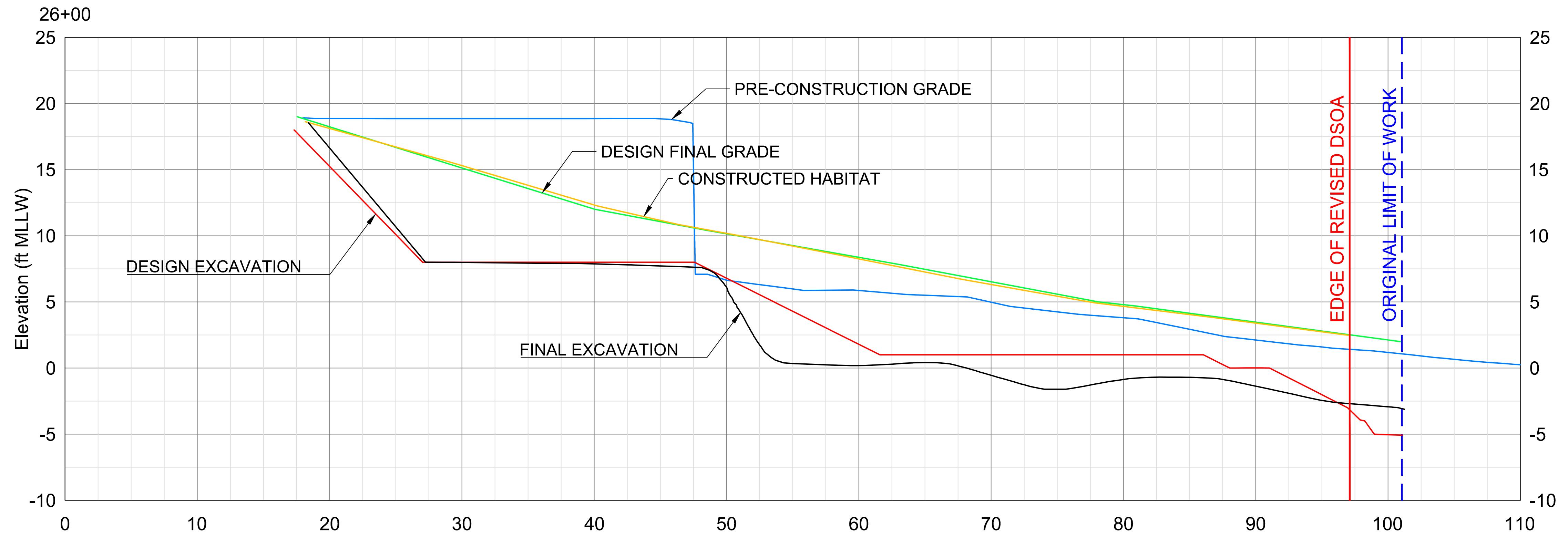
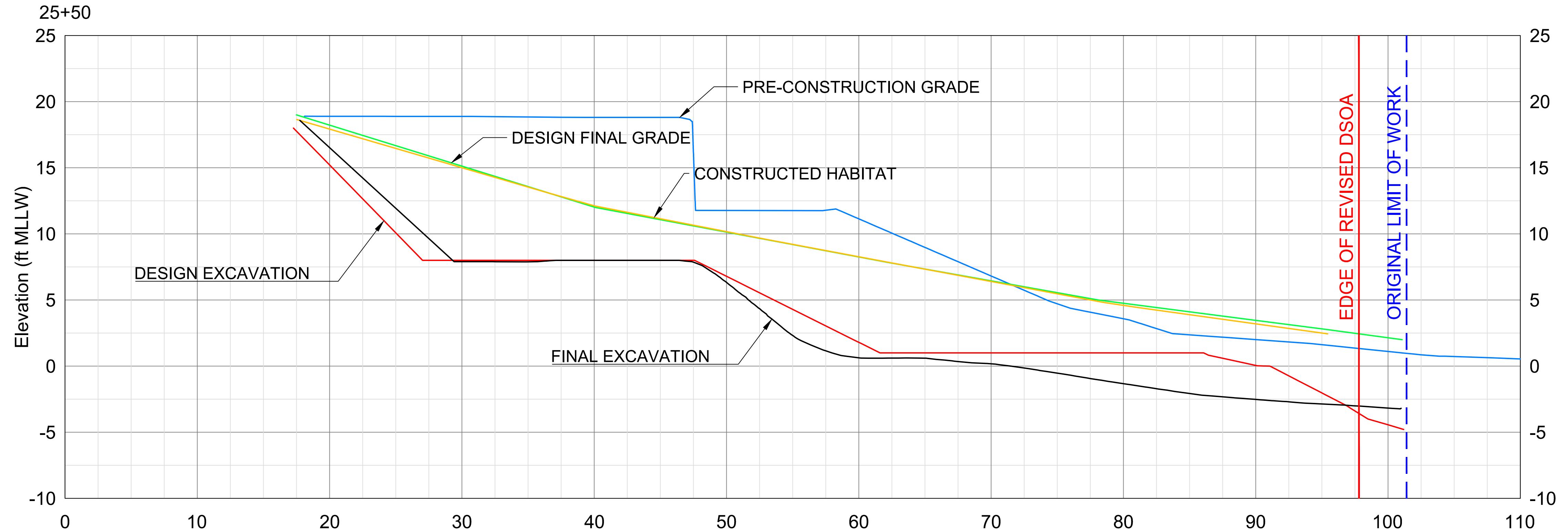


- PRE-CONSTRUCTION GRADE
- DESIGN EXCAVATION
- FINAL EXCAVATION
- DESIGN FINAL GRADE
- CONSTRUCTED HABITAT

Elevation Datum: 0=MLLW

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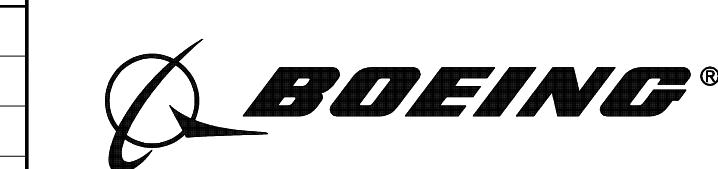


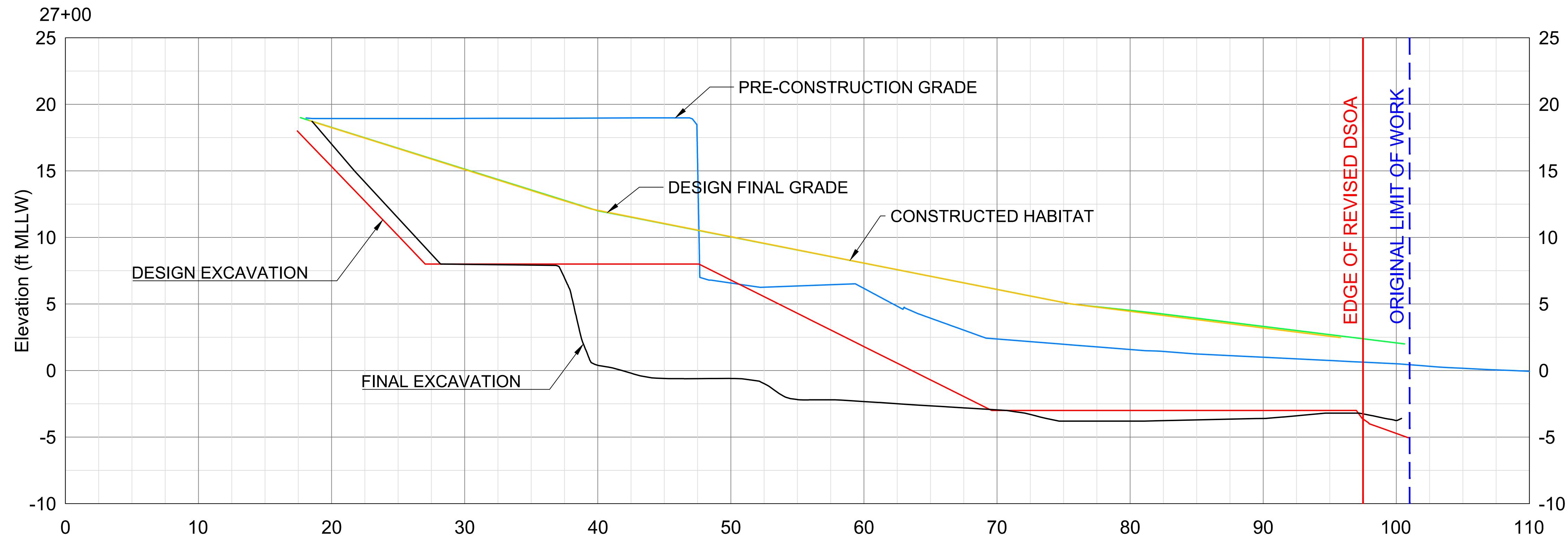
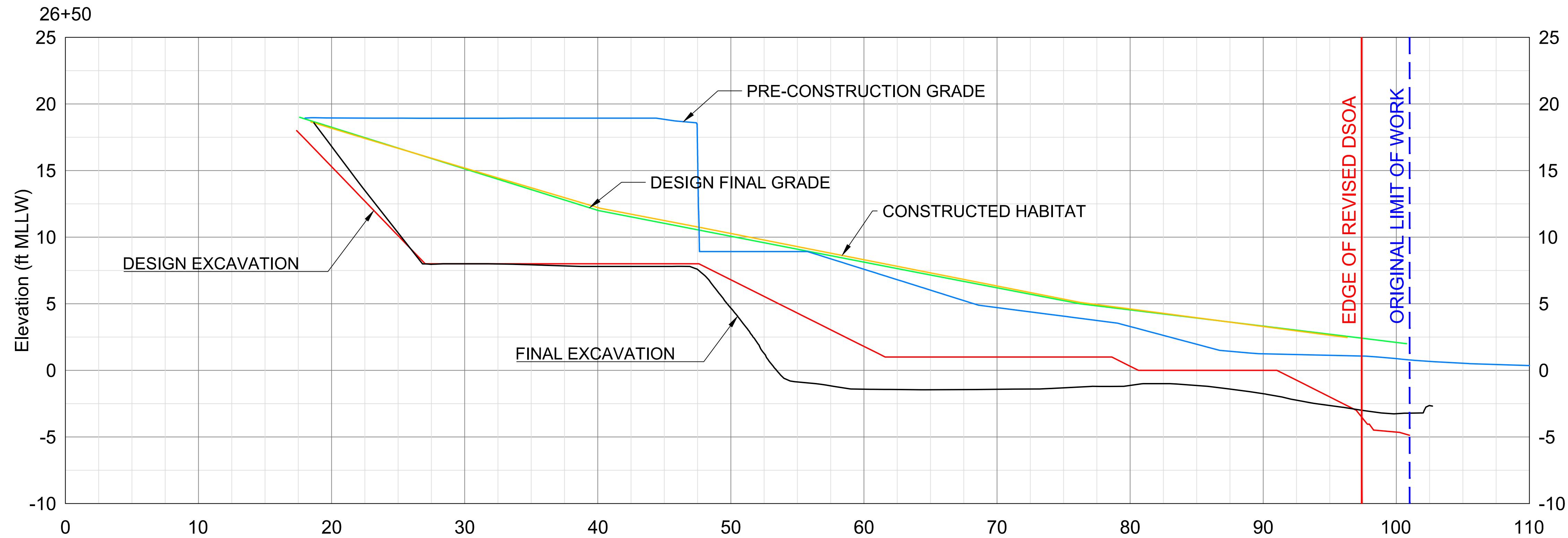


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- DESIGN EXCAVATION
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- CONSTRUCTED HABITAT

Elevation Datum: 0=MLLW

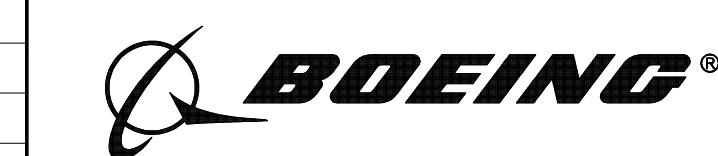
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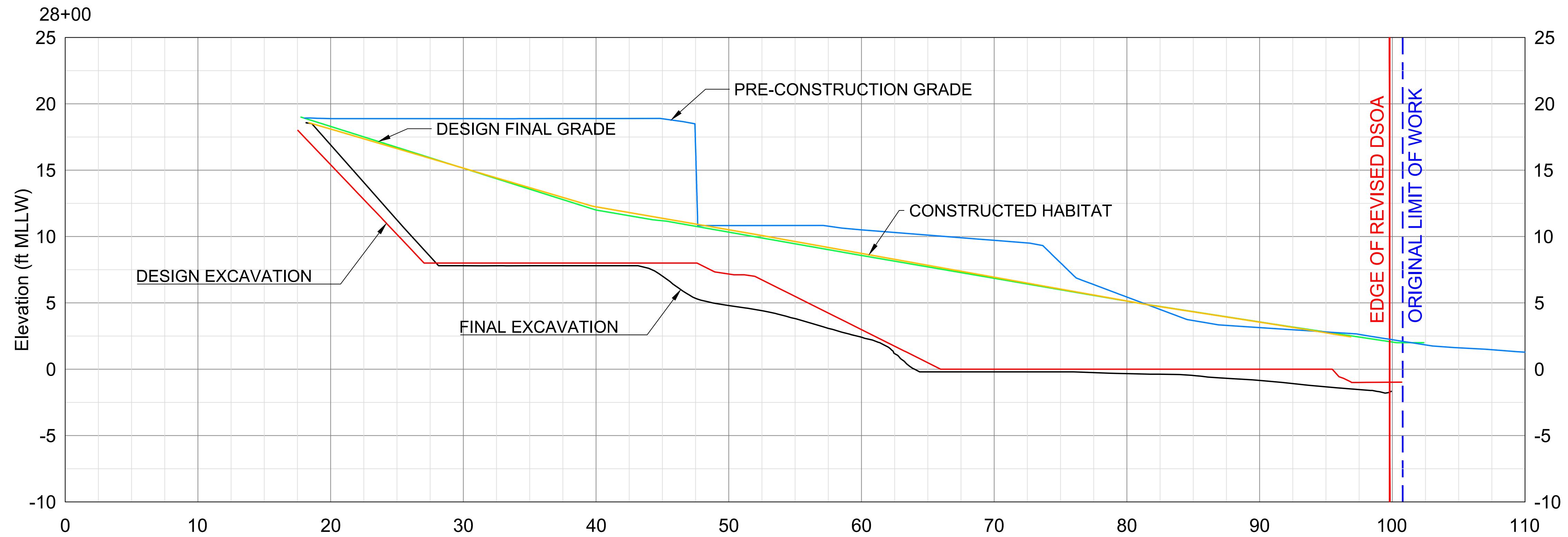
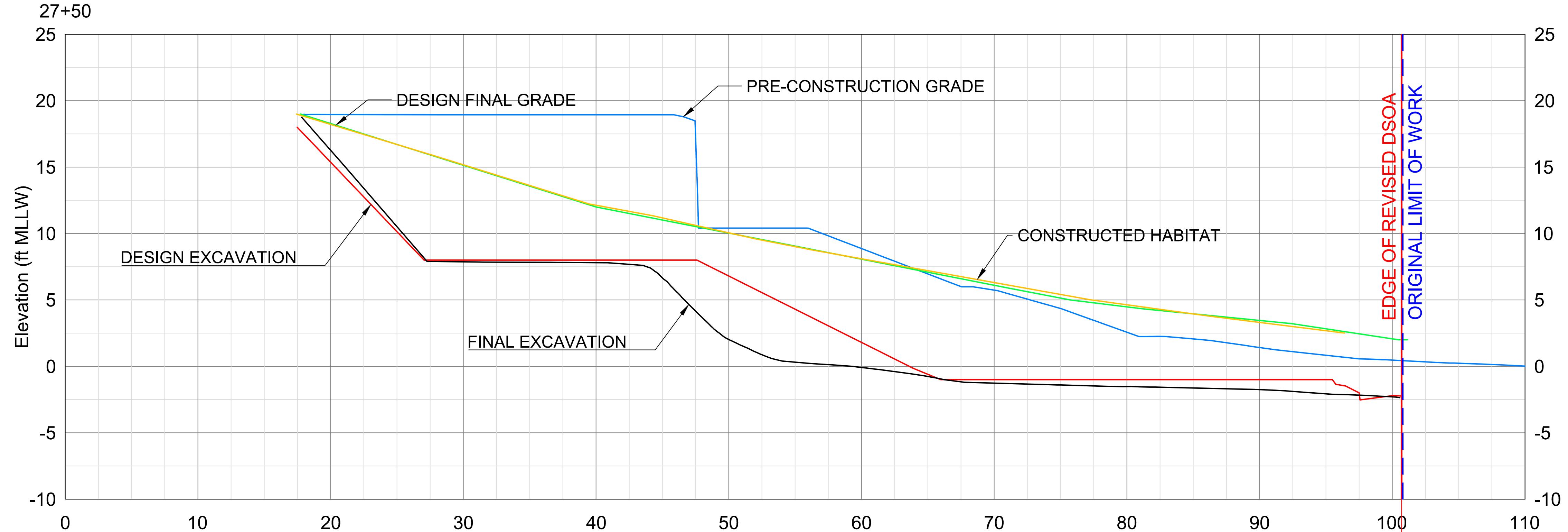




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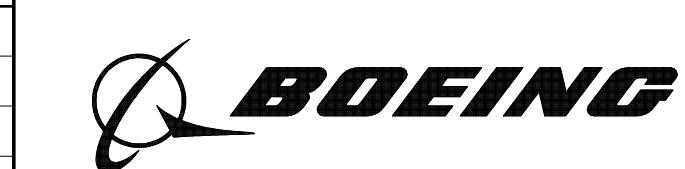


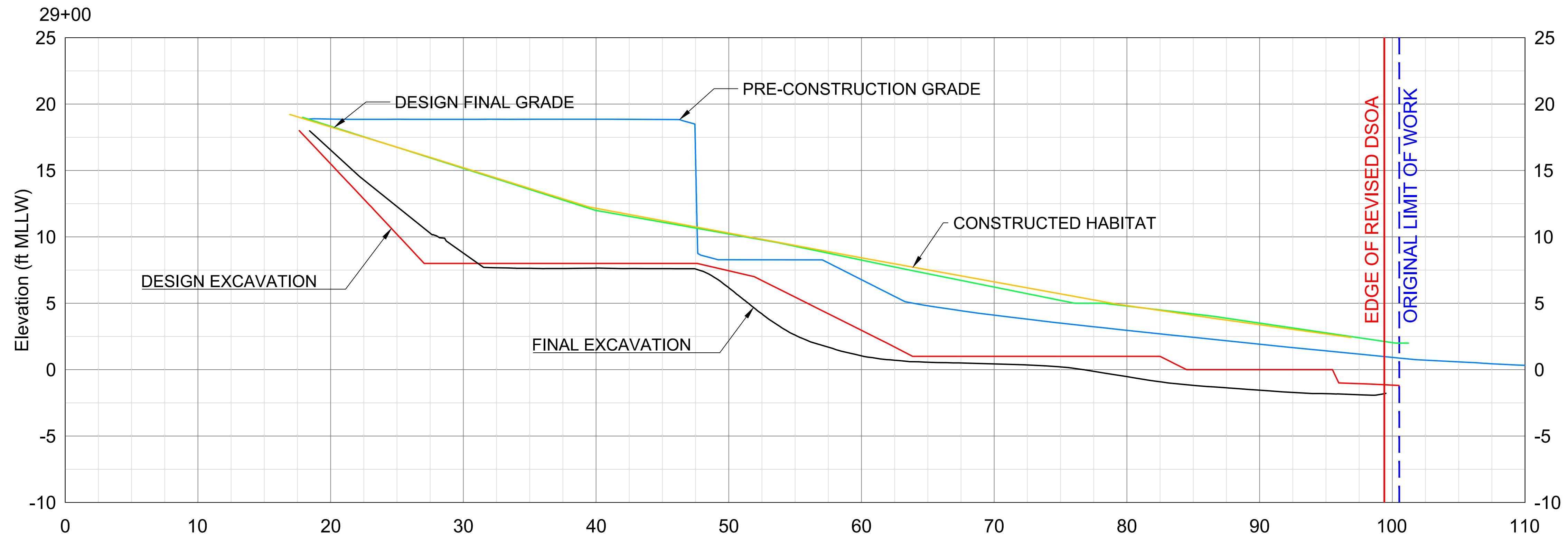
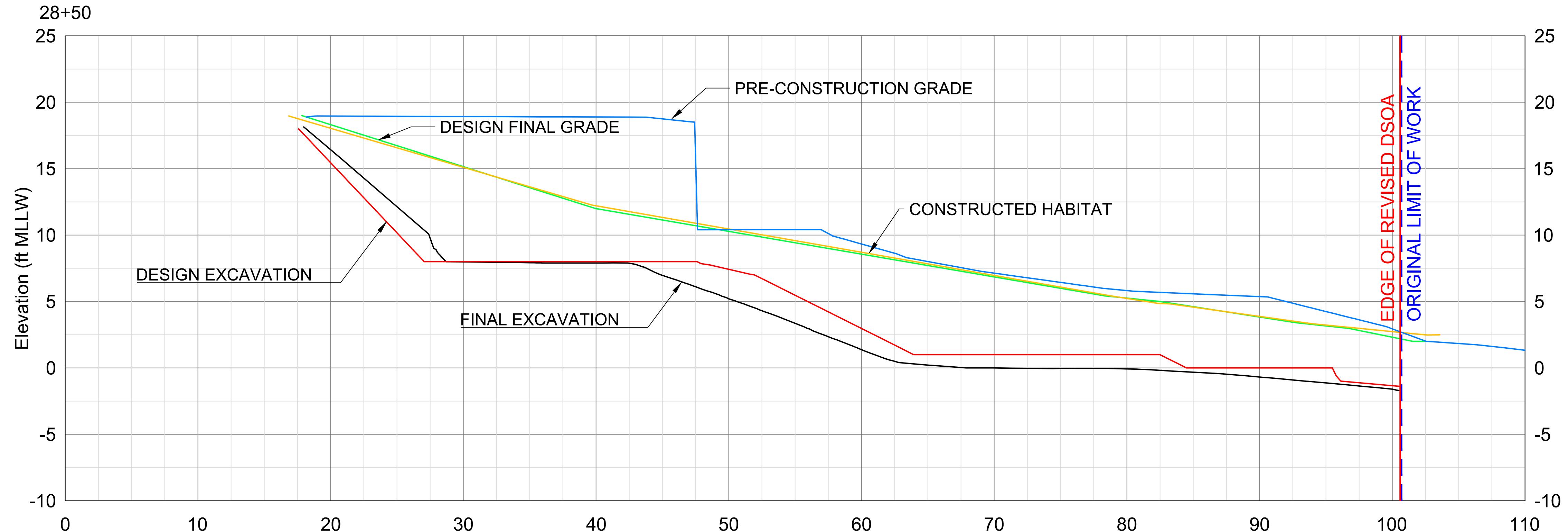


- PRE-CONSTRUCTION GRADE
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- CONSTRUCTED HABITAT

Elevation Datum: 0=MLLW

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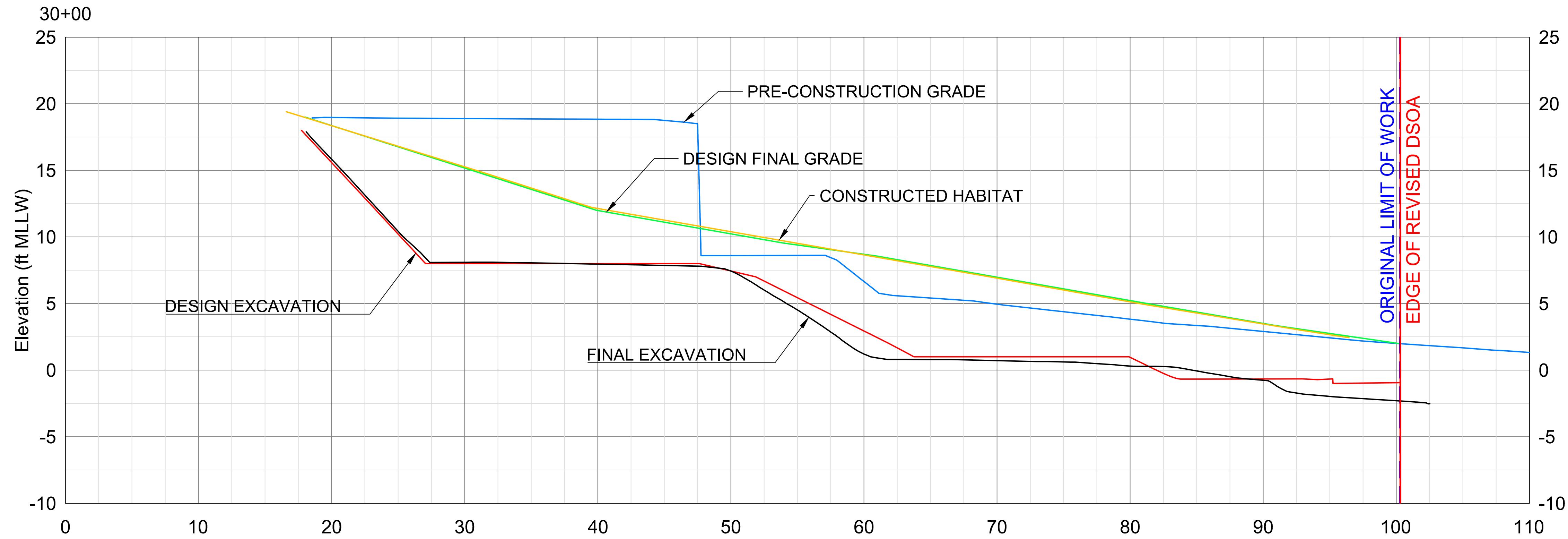
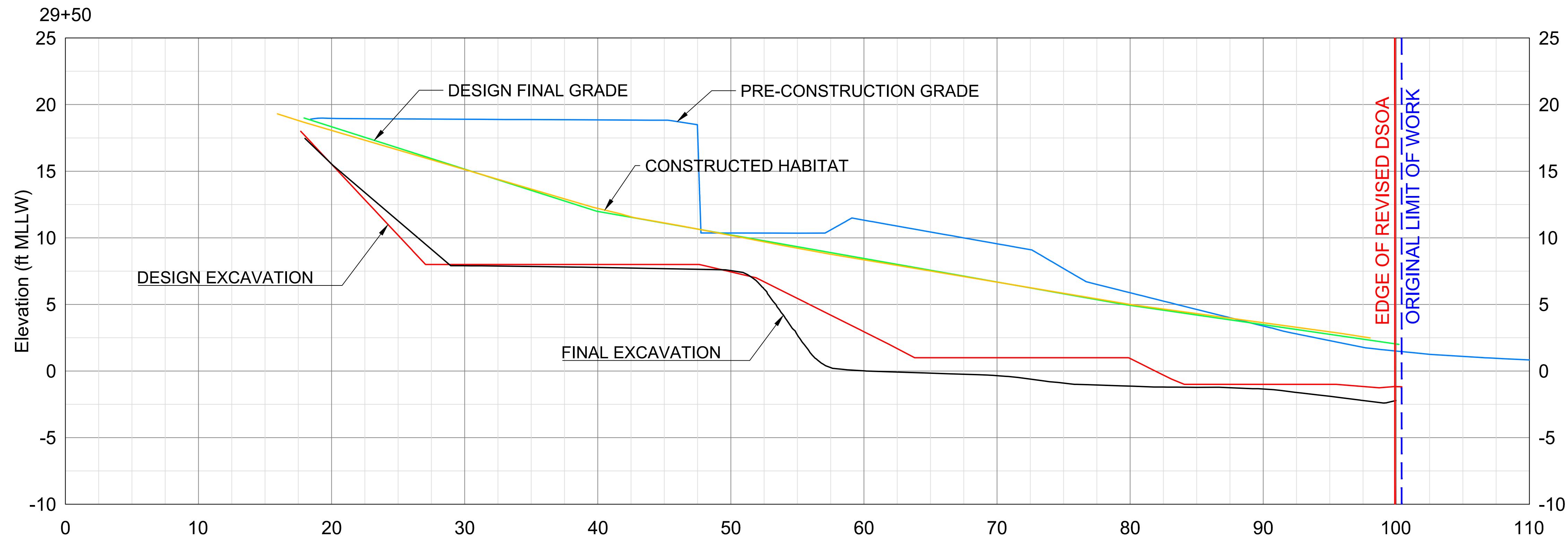


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BOEING PLANT 2  
SOUTH SHORELINE AREA

SHEET	JOB NO.	COMP NO.
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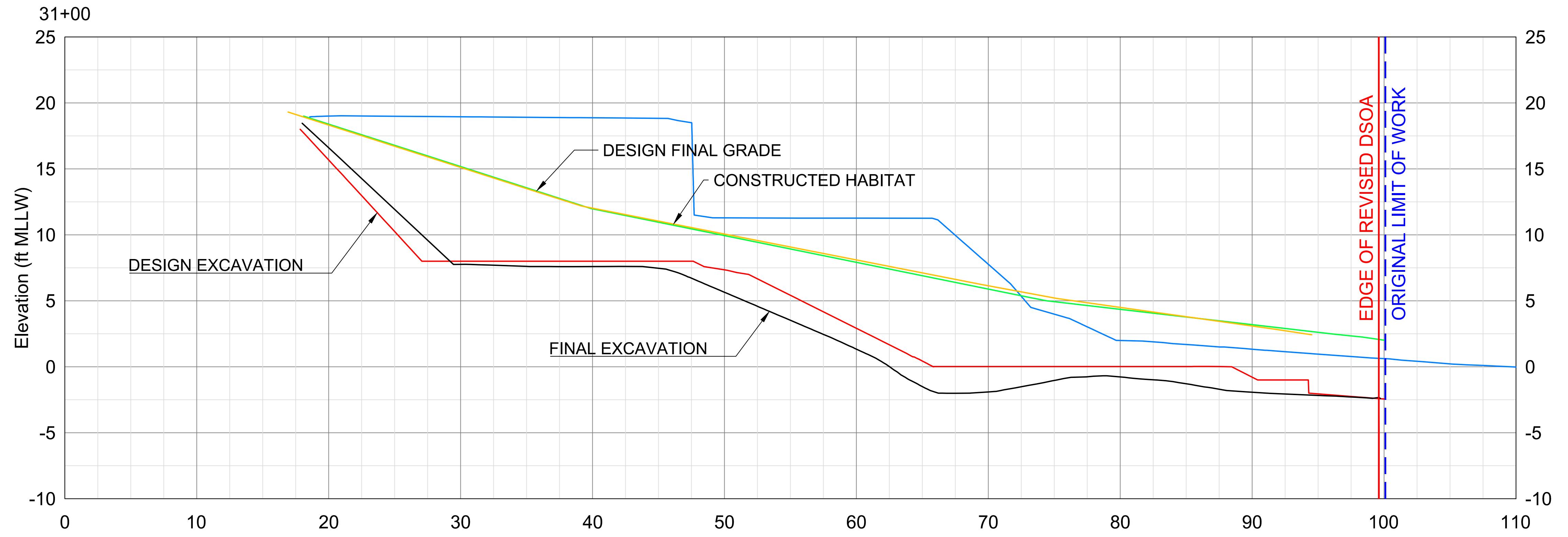
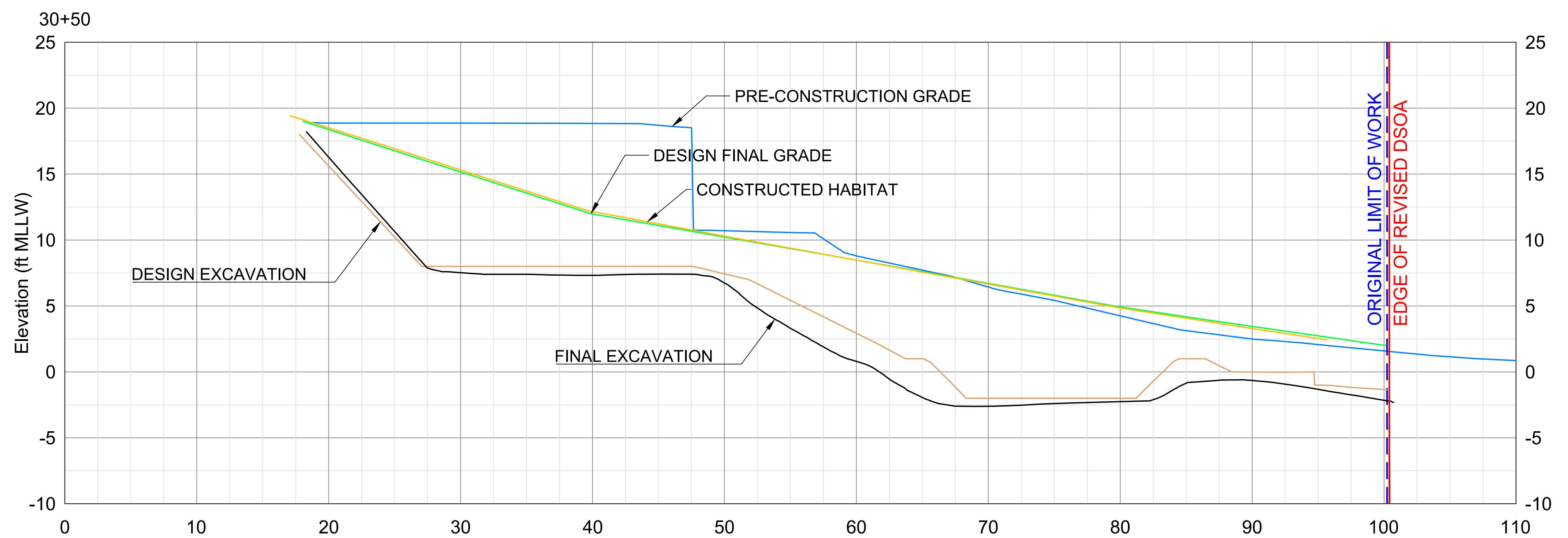


- PRE-CONSTRUCTION GRADE
- DESIGN EXCAVATION
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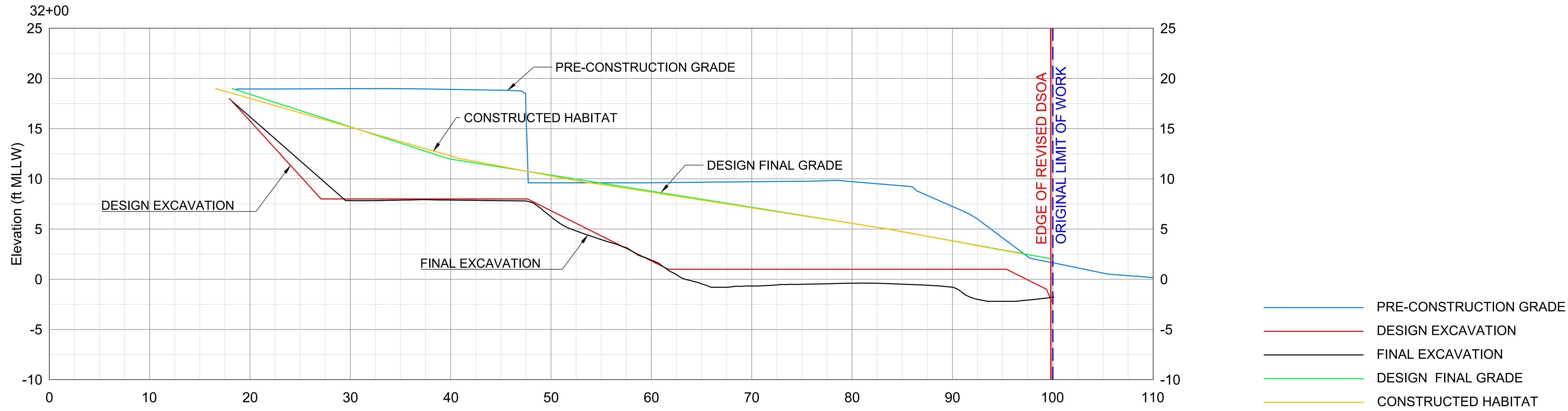
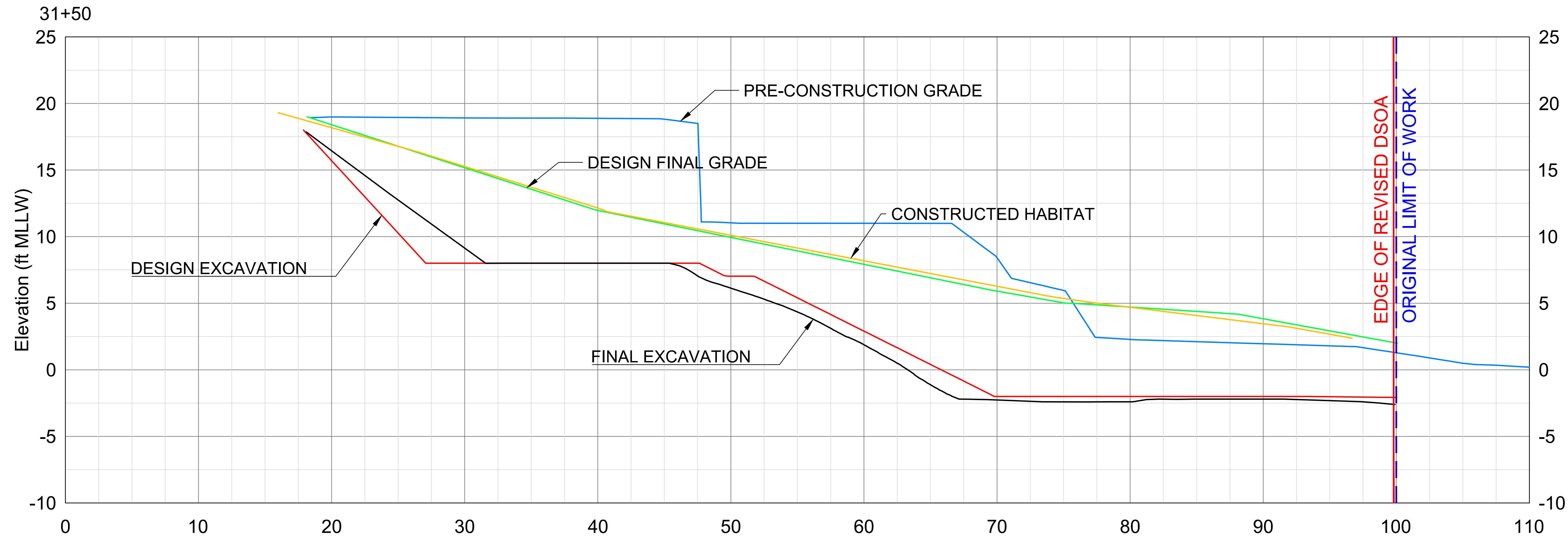
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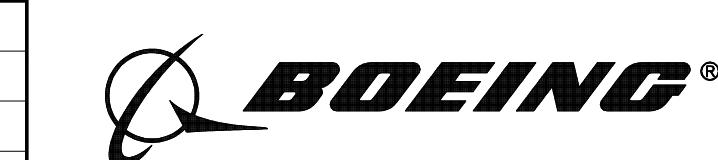
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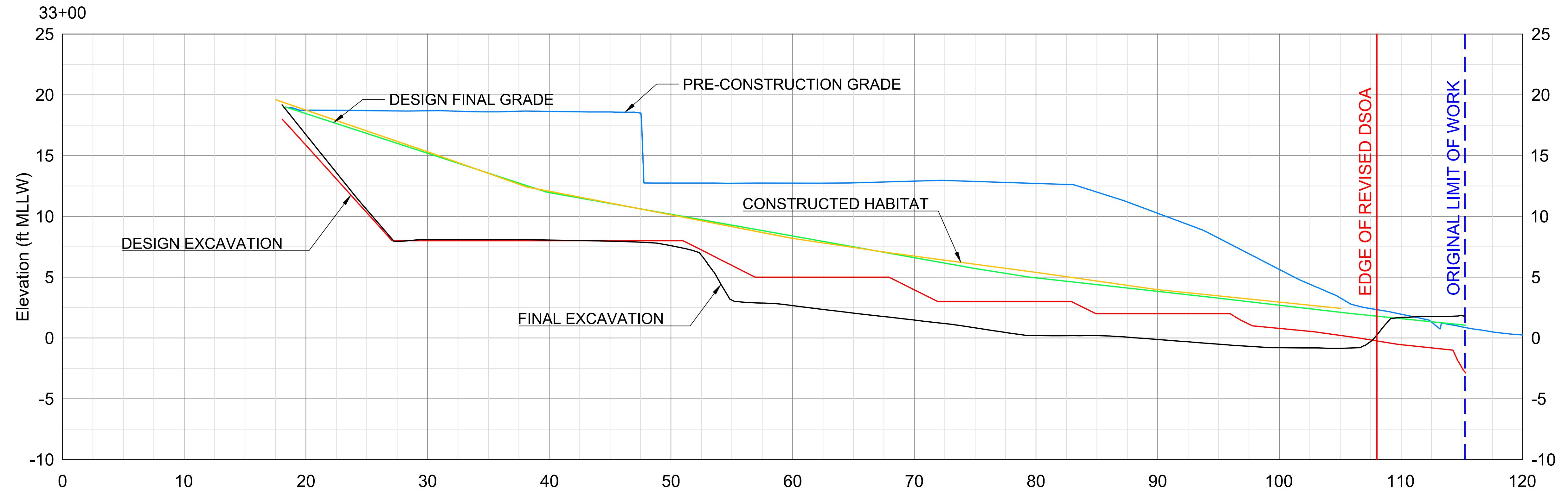
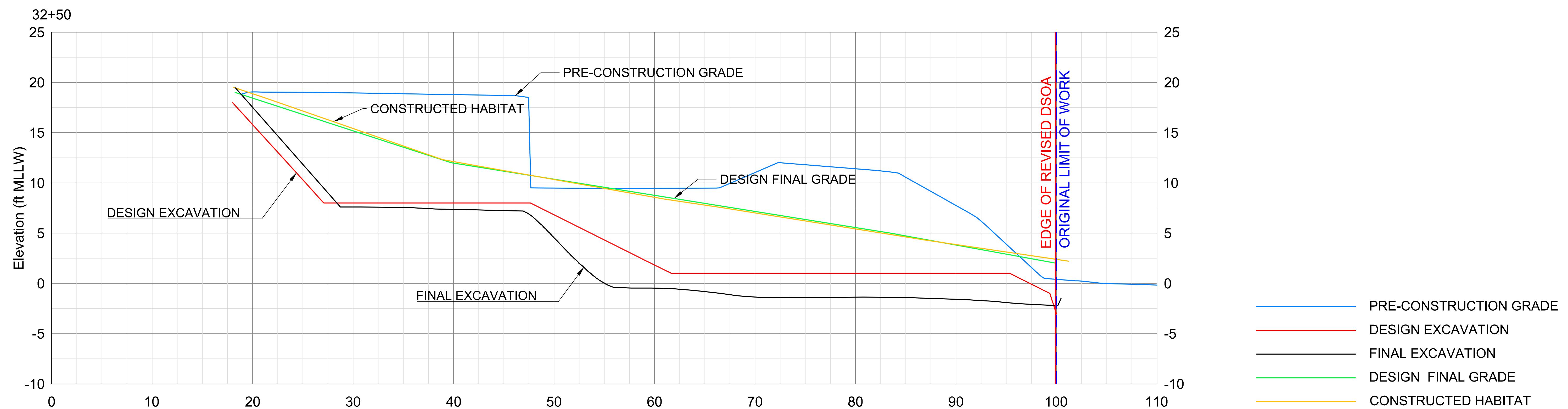
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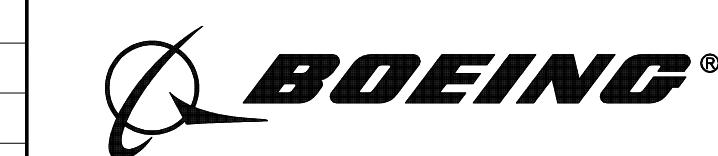
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Elevation Datum: 0=MLLW

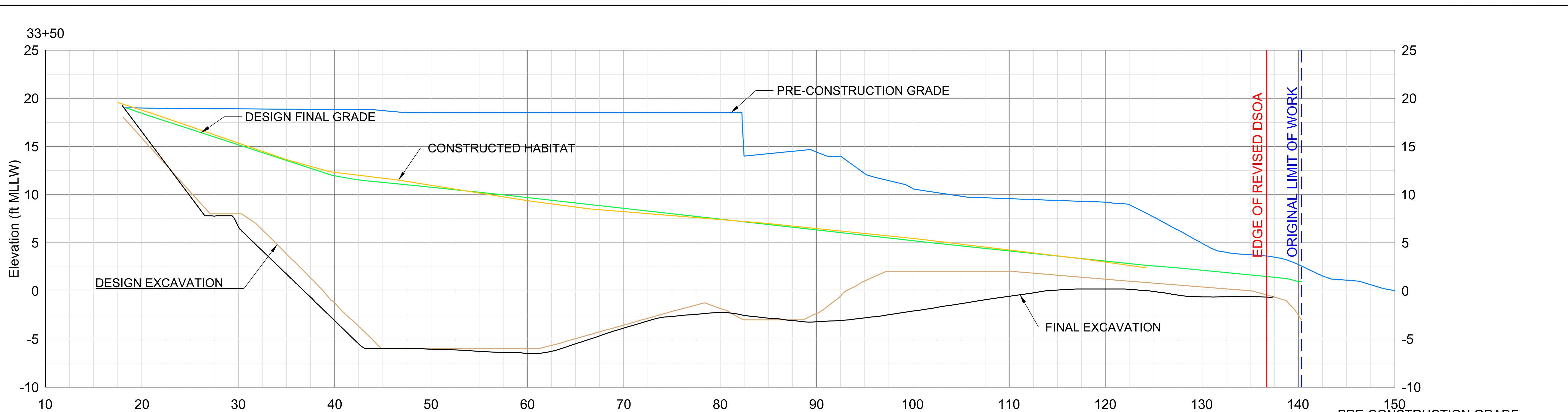


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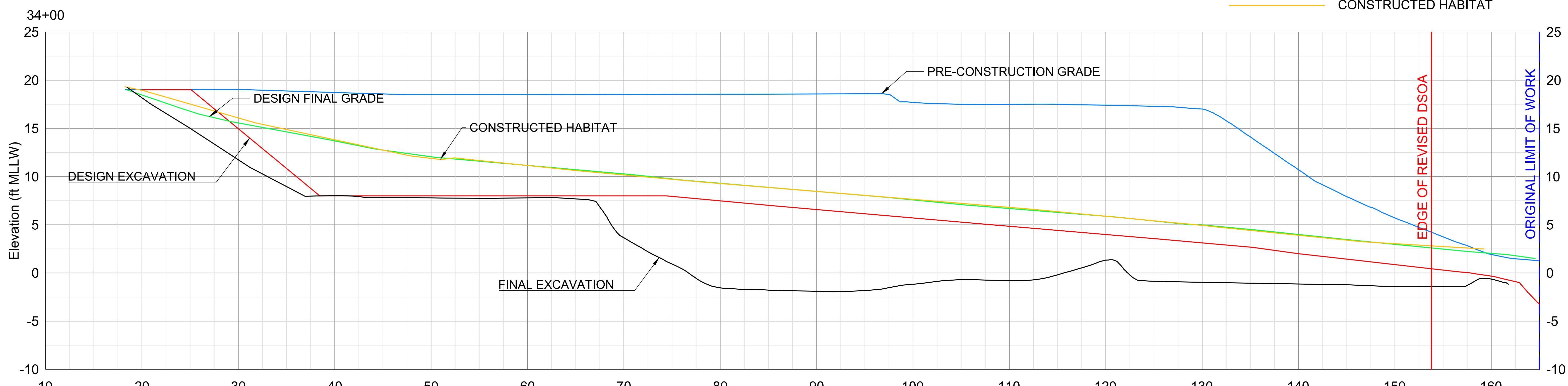
BOEING PLANT 2  
SOUTH SHORELINE AREA

SHEET	JOB NO.	COMP NO.
X-J	0131320050	

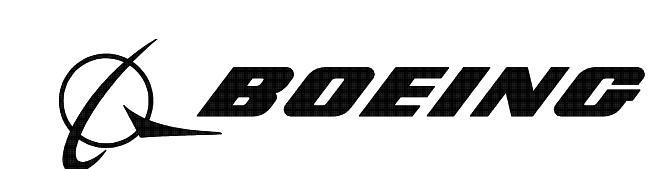
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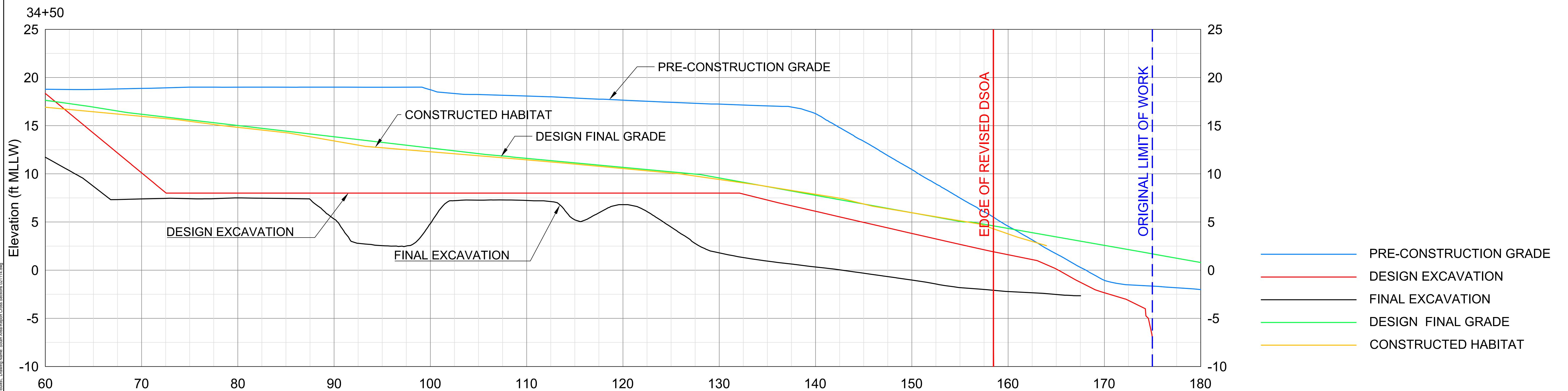
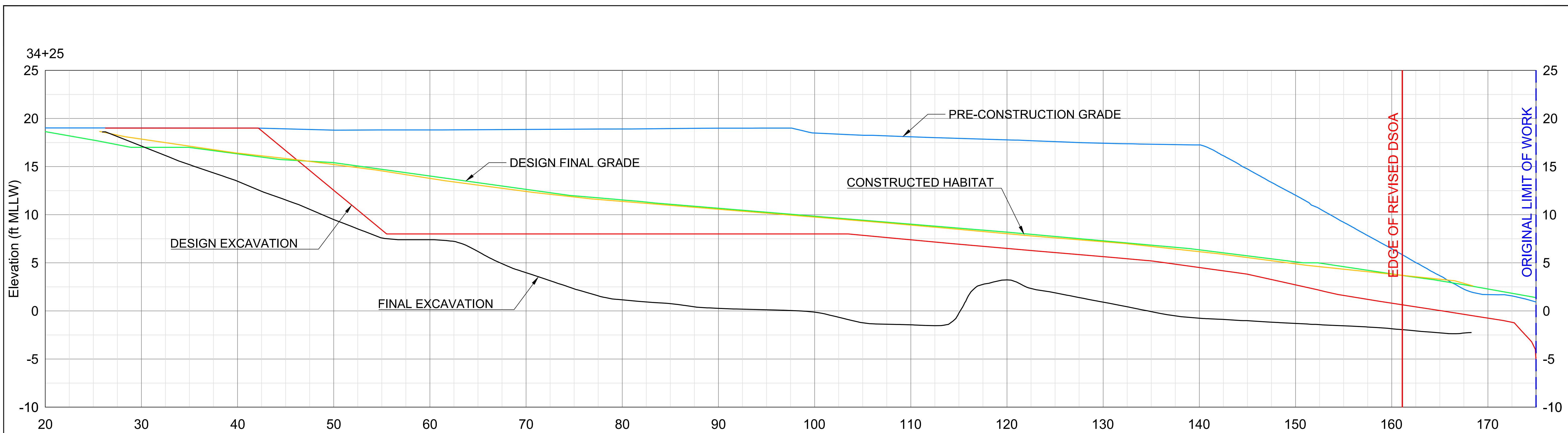


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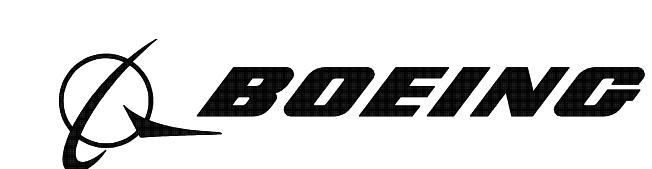
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**BOEING®**

AS-BUILT CROSS SECTIONS

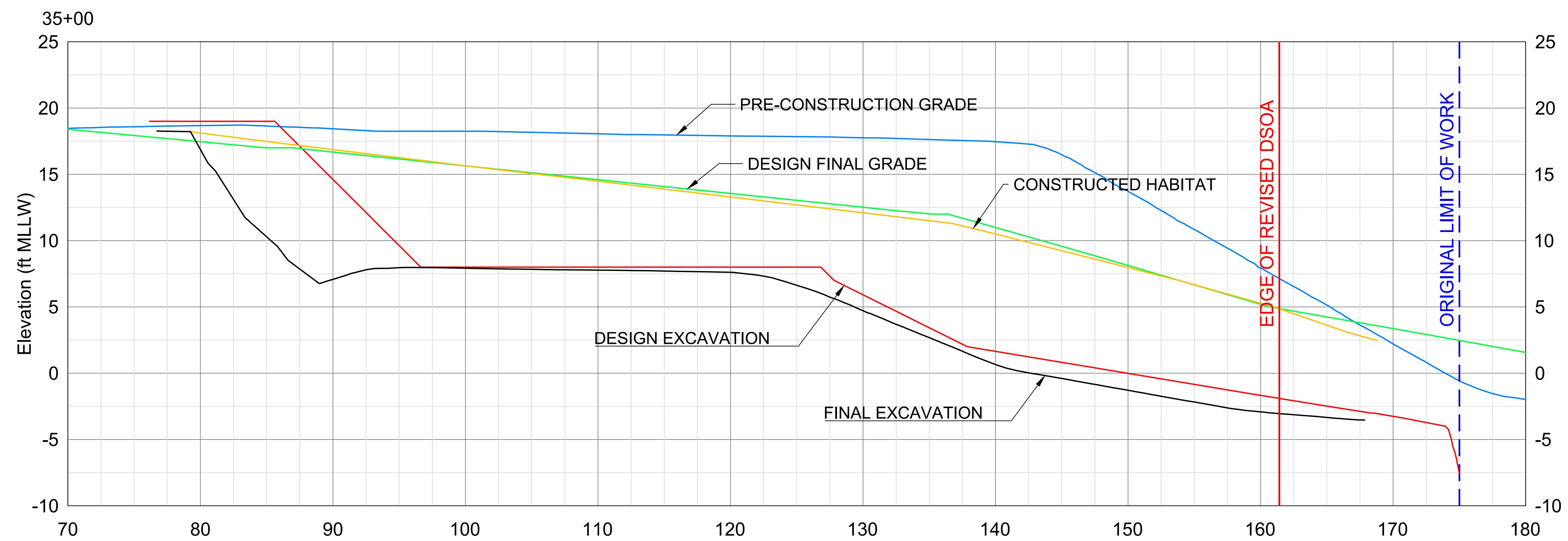
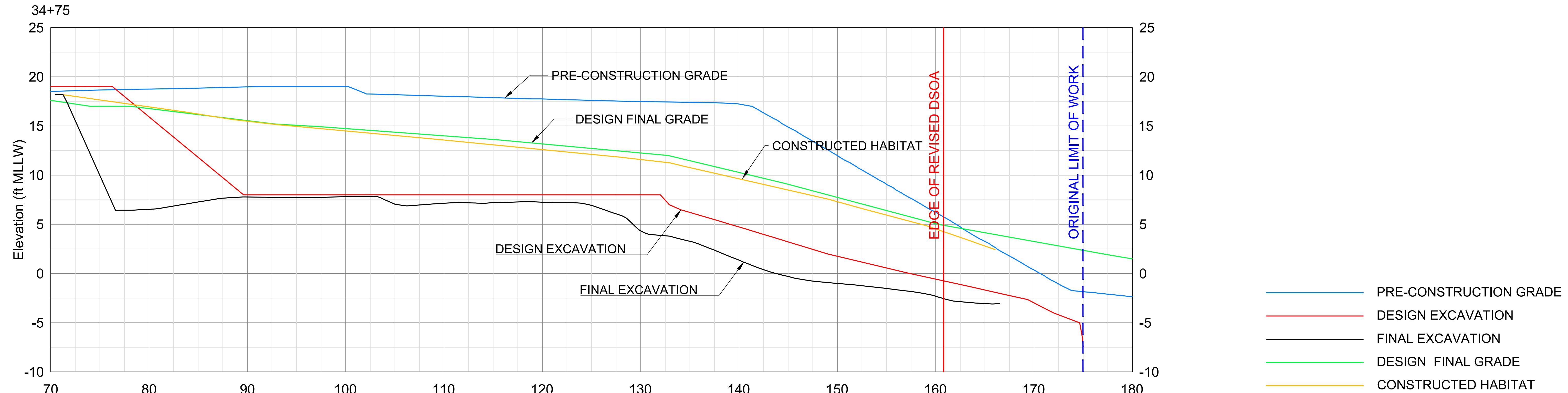
BOEING PLANT 2

SOUTH SHORELINE AREA

X-L

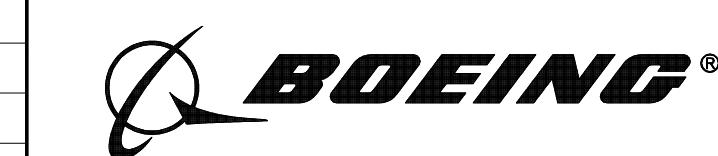
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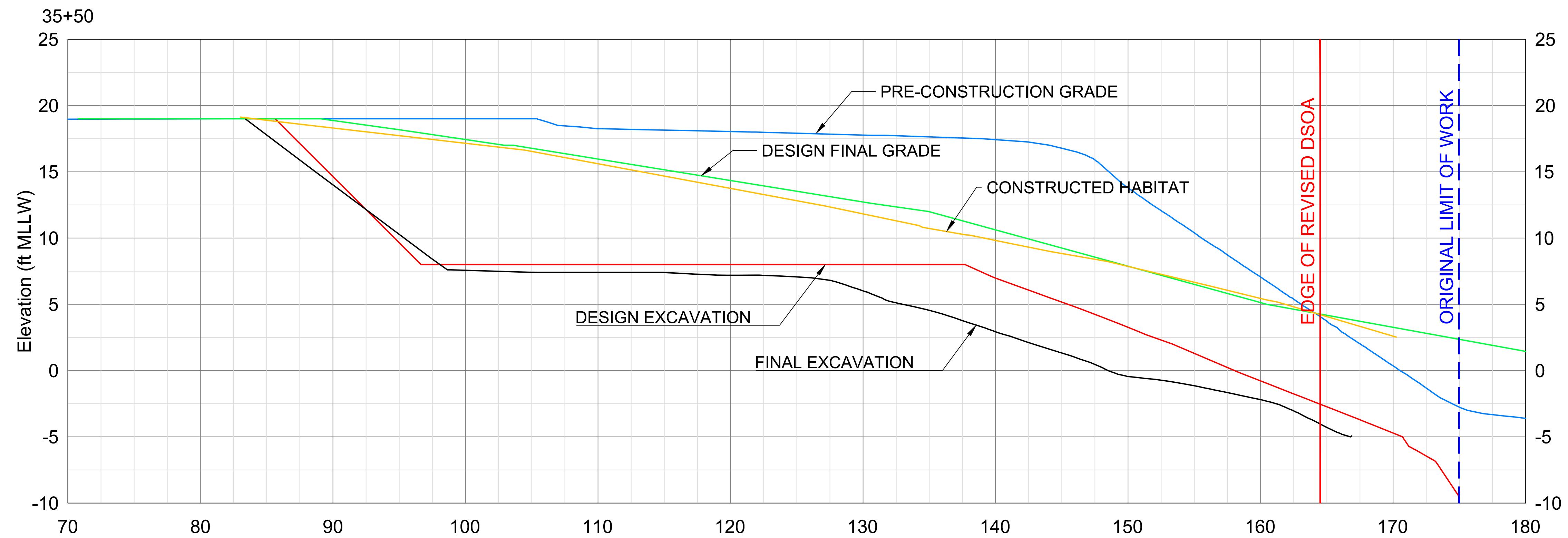
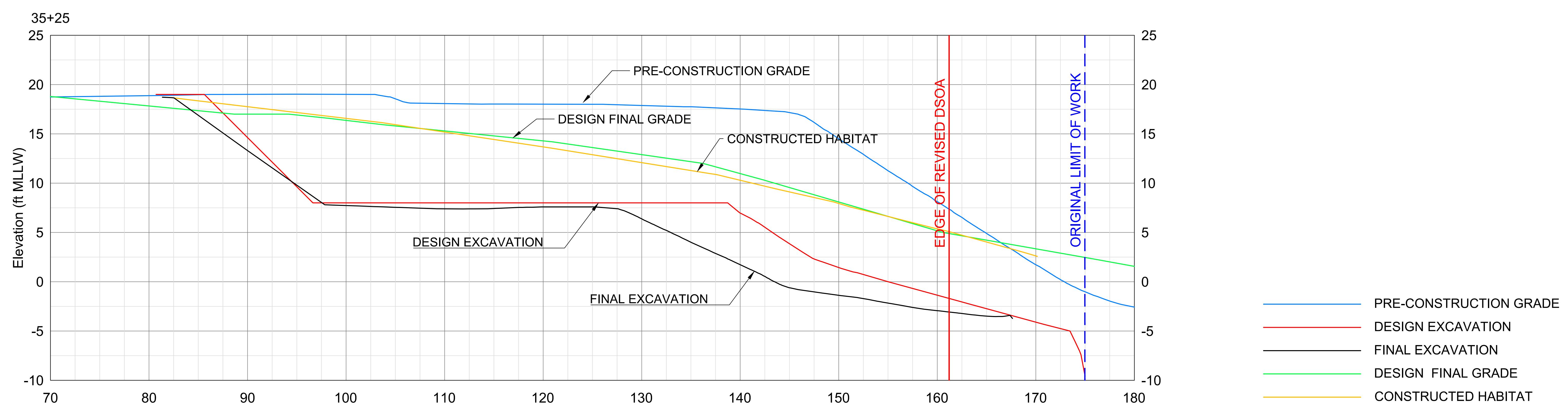
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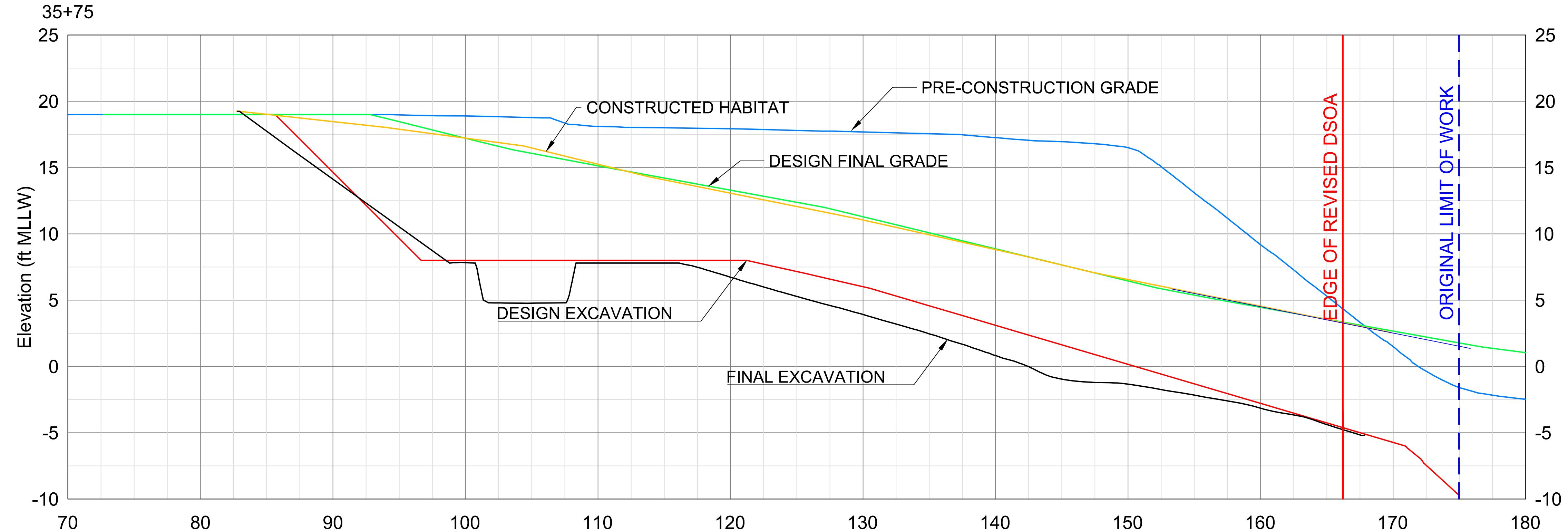
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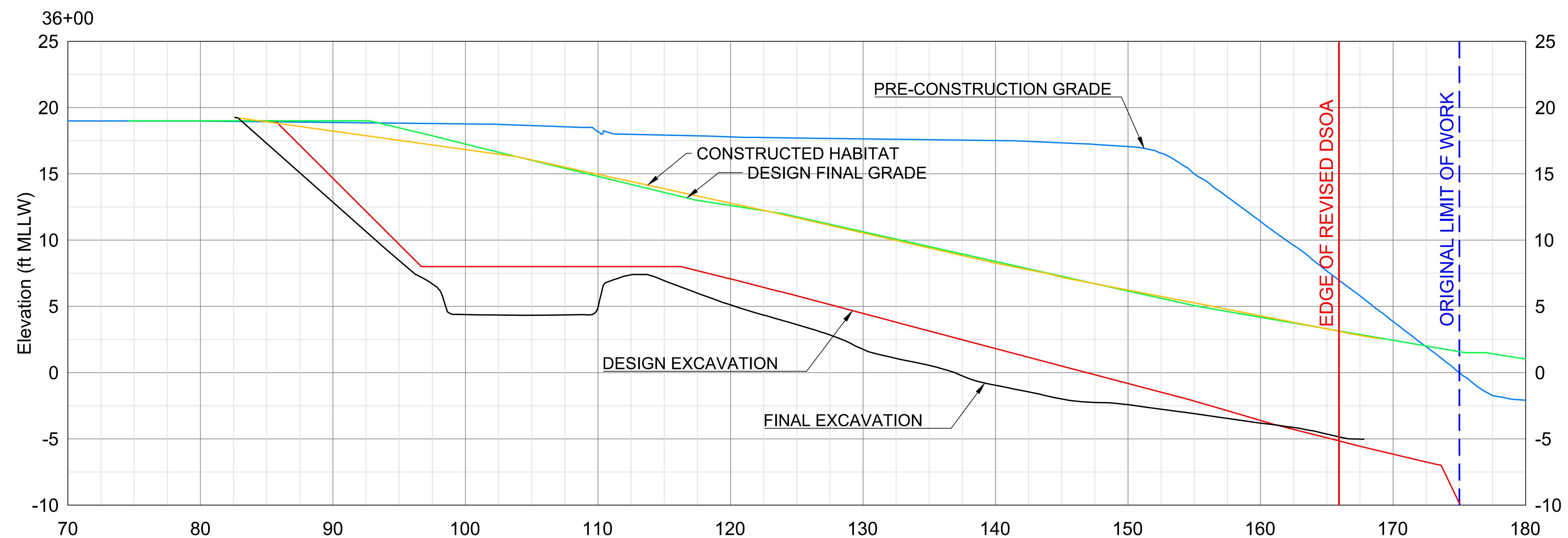
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JOB NO.	0131320050	COMP NO.
DWG NO.		



PRE-CONSTRUCTION GRADE
DESIGN EXCAVATION
FINAL EXCAVATION
DESIGN FINAL GRADE
CONSTRUCTED HABITAT



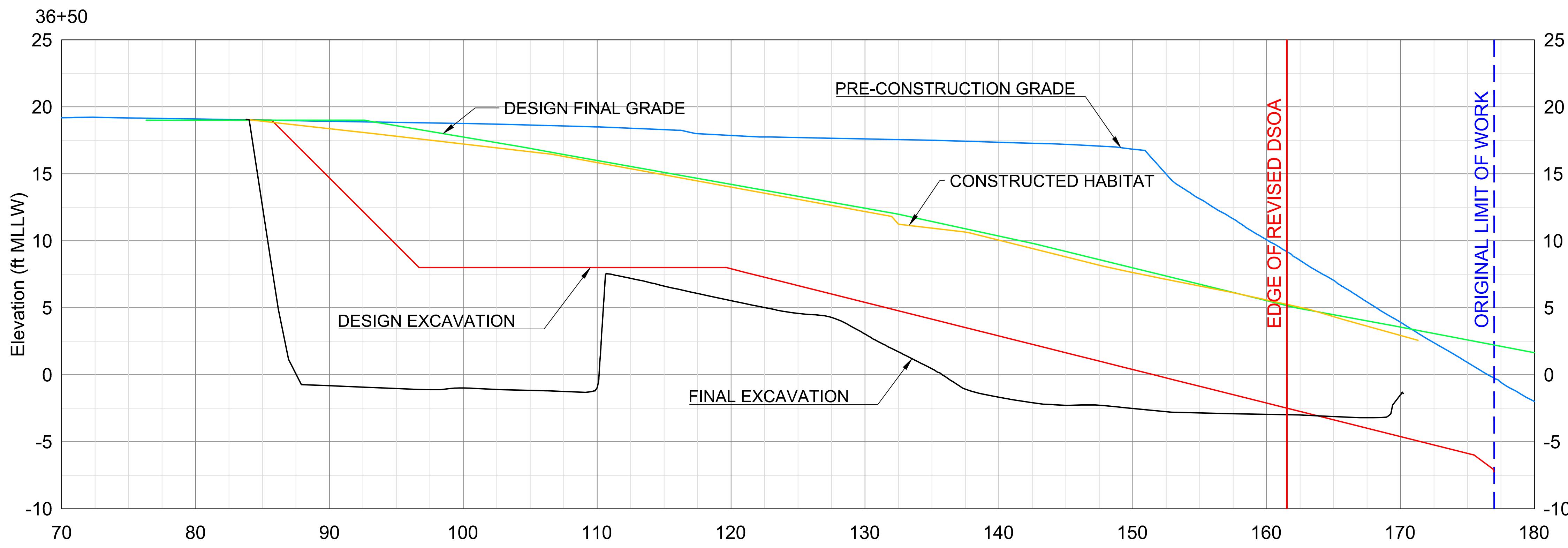
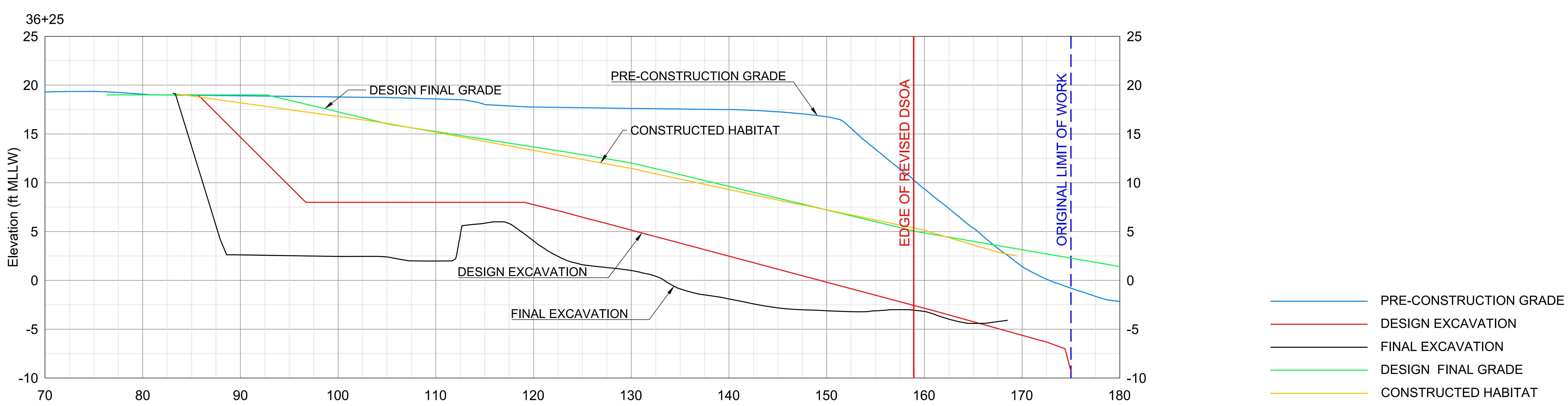
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AS-BUILT CROSS SECTIONS  
BOEING PLANT 2  
SOUTH SHORELINE AREA

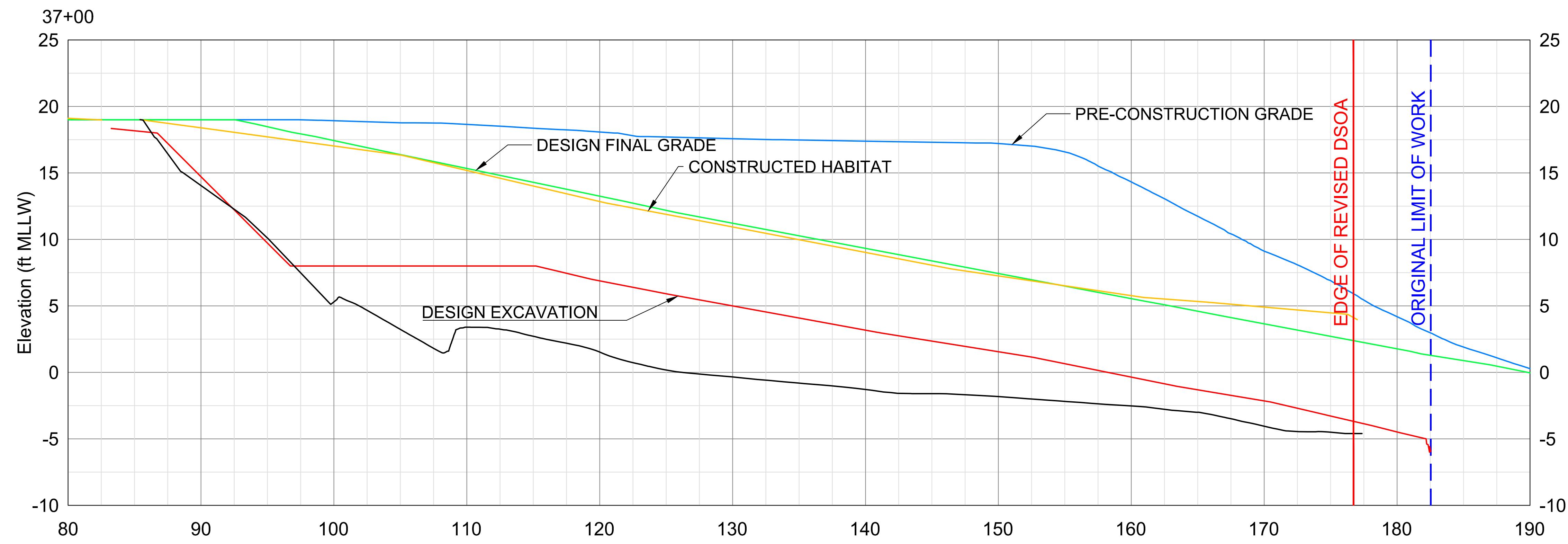
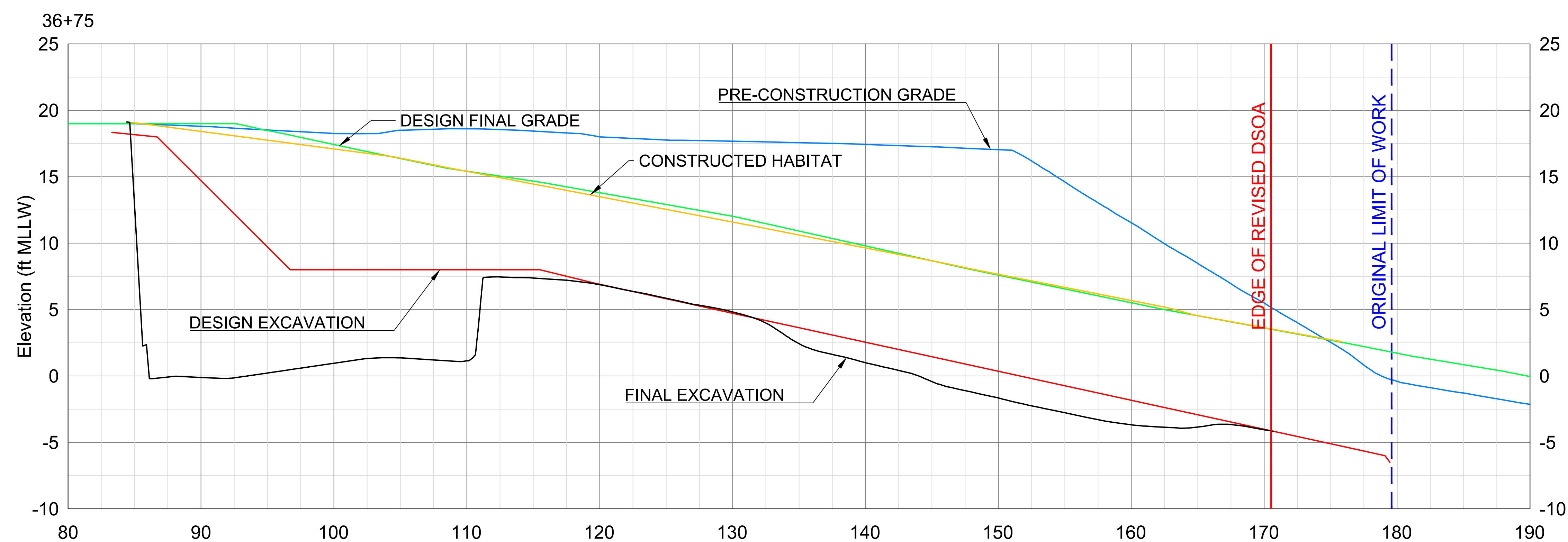
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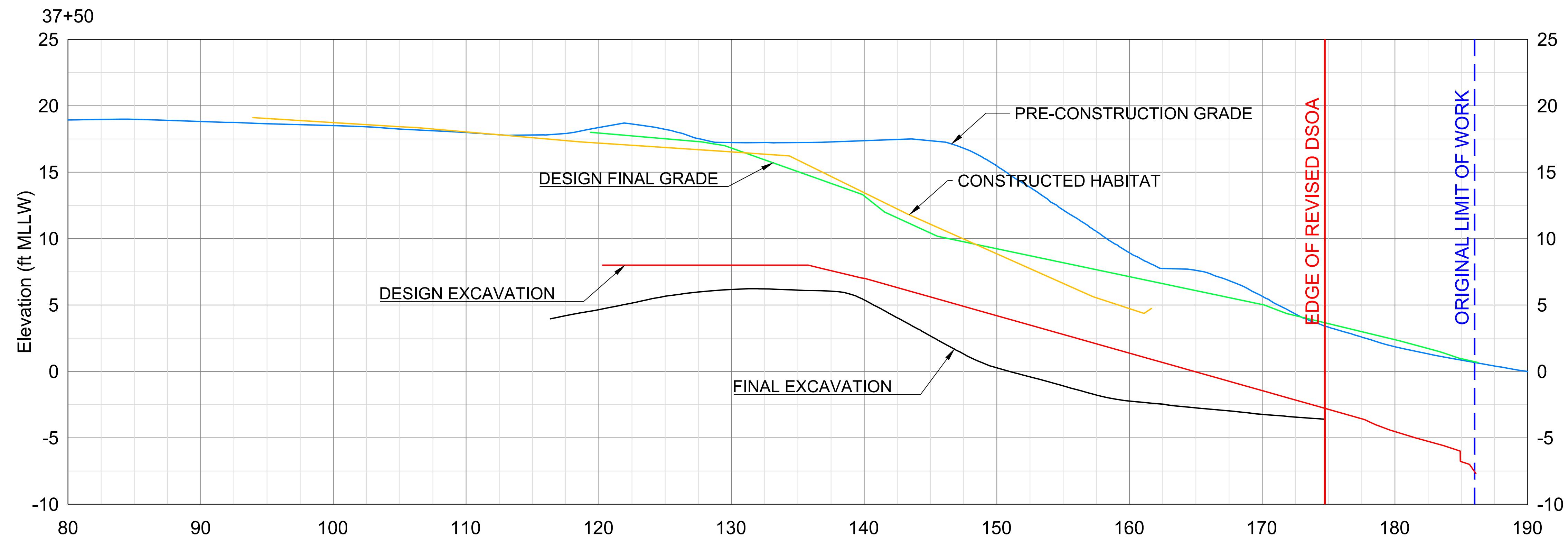
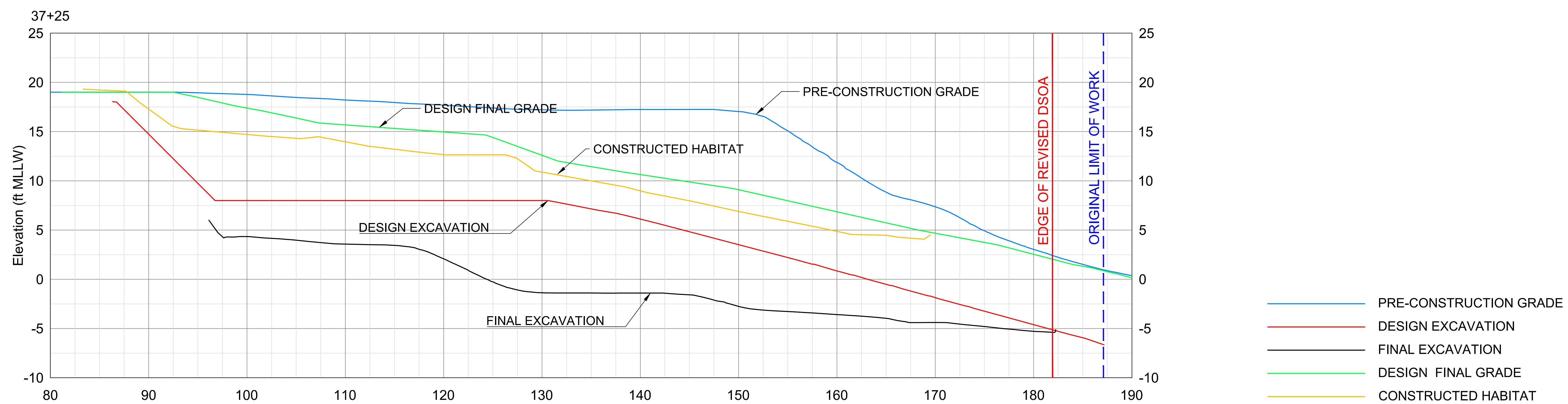




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Elevation Datum: 0=MLLW

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**APPENDIX B**

Shoreline Construction Backfill QA/QC Summary and Vibration Monitoring Report

## **SHORELINE CONSTRUCTION BACKFILL QA/QC SUMMARY**

# **SHORELINE CONSTRUCTION BACKFILL QA/QC SUMMARY**

Duwamish Sediment Other Area and Southwest Bank

Corrective Measure and Habitat Project

Boeing Plant 2

Seattle/Tukwila, Washington

This document summarizes the Quality Assurance (QA) and Quality Control (QC) testing conducted for backfill placed at Lot 16 (from October 2012 to February 2013) and at the North and South Shoreline from (April 2013 through October 2013), as part of the Duwamish Sediment Other Area and Southwest Bank Corrective Measure and Habitat Project at Boeing Plant 2, Seattle/Tukwila, Washington.

This document pertains to the physical testing of soil materials. The testing was conducted in accordance Section 3.1.1 and Table 1 of the *Final Construction Quality Assurance Project Plan* (CQAPP), dated December 2012 (AMEC et al. 2012). The physical testing was primarily for "Grain size distribution" by test method ASTM D422. Where soil was to be placed as compacted structural fill above elevation +12 feet, testing also included "Laboratory compaction characteristics of soil using modified effort" by test method ASTM D1557 (referred to herein as a Modified Proctor). Structural fill compaction requiring the Modified Proctor results only occurred at Lot 16.

**Table 1** is a summary of all testing. The submittals are either:

- Quality Control – a sample of the actual material delivered to the site, and tested by the Contractor; or
- Quality Assurance – a sample taken by AMEC and tested by an independent lab.

A unique ID number was assigned to each sample and test result.

Quality Control and Quality Assurance samples were taken to meet the frequency identified in Table 1 of the CQAPP (AMEC et al. 2012). Materials that were imported to the site were delivered by truck and trailer, and delivered quantities were measured by the ton. The following factors were used to convert these quantities to cubic yards (cy), based on information provided by the quarries and our previous experience:

- Sand and Amended Sand, 1.5 tons per cy;
- Sand/Gravel Mixture, Upper Shoreline Fill (Gravel Borrow), and Seattle Type 17 (used at Lot 16), 1.6 tons per cy; and
- Gravel Ballast and Quarry Spalls, 1.7 tons per cy.

**Table 2** is a summary of the tests performed on the Gravel Ballast. This material was placed at the North and South Shoreline. The ID numbers are #S18, #S20, and #S22. The samples were tested for gradation and were compared to the specification Section 02200.2.01.B.1 Gravel Ballast. This material was transported from the quarry to a staging area via barge. The material was then delivered to the site by truck, for a total of 10,825 tons (approximately 6,400 cy). A total of three QA/QC samples (approximately one per 2,100 cy) were taken. This conformed with the minimum frequency of one per 5,000 cy as specified in Table 1 of the CQAPP. The Gravel Ballast gradation met the specified gradation.

**Table 3** is a summary of the tests performed on the Sand/Gravel Mixture. This material was placed at the North and South Shoreline. The ID numbers are #S13, #S17, #S19, #S21, #S23, #S24, #S25, #S26, #S27, and #S28. Each of these samples was tested and compared to the specification Section 02200.2.01.B.3 Sand/Gravel Mixture. This material was transported from the quarry to a staging area via barge. The material was then delivered to the site by truck, for a total of 34,201 tons (approximately 21,400 cy).

Grain-Size Distribution Testing – A total of nine QA/QC samples were tested for grain-size distribution (approximately 1 per 2,400 cy). This conformed with the minimum frequency of 1 per 5,000 cy as specified in Table 1 of the CQAPP. The Sand/Gravel Mixture gradation met the specified gradation. An exception was sample ID #S25, taken from a stockpile on June 18, 2013, which indicated a higher percent sand than specified. It was determined that the cause was segregation of material in the sampled stockpile. Test ID #S27 was a rerun of a duplicate sample of the same material stockpile, which met the specified gradation.

Modified Proctor Determination – Sample ID #S19 was taken for a Modified Proctor determination. However, none of the Sand/Gravel Mixture was used for structural fill, and therefore this test result was not used.

**Table 4** is a summary of the tests performed on the Sand. This material was placed at the North and South Shoreline. The ID numbers are #S16 and #S31 through #S38. The samples were tested for gradation and compared to the specification Section 02200.2.01.B.4 Sand. This material was transported from the quarry to a staging area via barge. The material was then delivered to the site by truck, for a total of 17,097 tons (approximately 11,400 cy). A total of nine QA/QC samples (approximately 1 per 1,300 cy) was taken. This conformed with the minimum frequency of 1 per 5,000 cy as specified in Table 1 of the CQAPP. The Sand gradation met the specifications.

**Table 5** is a summary of the tests performed on the Amended Sand (Specification Section 02200.2.01.D). This material was placed as the final cover at the North and South Shoreline. The ID numbers are #S29 and #S30. The sand portion of the Amended Sand samples was tested for gradation prior to blending with compost, and compared to the specification Section 02200.2.01.B.4

Sand. This material was delivered by truck, for a total of 15,729 tons (approximately 10,200 cy). A total of two QA/QC samples (approximately 1 per 5,100 cy) were taken. This generally conformed with the minimum frequency of 1 per 5,000 cy as specified in Table 1 of the CQAPP. The Sand portion of the sample met the specified gradation.

## Other Materials at the North and South Shoreline

Minor quantities of other materials were utilized on the project. These included:

- Upper Shoreline Fill – Specification Section 02200.2.01.E: Upper Shoreline Fill was used as backfill in non-structural areas above the high tide line. This material was delivered by truck, for a total of 2,142 tons (approximately 1,300 cy). No QA/QC samples were taken. This material was approved based on visual inspection in the field.
- Quarry Spalls – Specification Section 02200.2.01.G.: Quarry spalls were used in the transition areas at each end of the North and South Shoreline. In addition, smaller 2- to 4-inch quarry spalls were used to provide a temporary containment berm along the shoreline at the limits of grading at the Southwest Bank portion of the South Shoreline. This material was delivered by truck, for a total of 2,302 tons (approximately 1,400 cy). No QA/QC samples were taken. This material was approved based on visual inspection in the field.
- Riprap – Specification Section 02200.2.01.H: Riprap was used in the Transition Areas at each end of the North and South Shoreline. No additional riprap was imported to the site. Instead, Riprap removed during regrading the North and South Shoreline was reused in the transition areas. This material was approved based on visual inspection in the field.

## Lot 16 Materials

Specifications for soil materials used as parking lot backfill at Lot 16 were provided in the approved Rupert Engineering permit drawings for the Lot 16 project dated April 20, 2012. Soil gradation specifications were included as Notes on the drawings.

A total of approximately 18,000 cy of fill was placed in the Lot 16 parking area. Approximately 7,500 cy was obtained from on-site excavations at the North Shoreline. The remainder was imported granular fill.

**Table 6** is a summary of the tests performed on the On Site Fill. The ID numbers are #A1, #A2, and #A3. The fill was tested for grain-size distribution and Modified Proctor prior to placement and compaction as structural fill beneath the parking lot area. This material was hauled from the North Shoreline area by truck, for a total of 7,500 cy. A total of three QA/QC samples (1 per 2,500 cy) were taken. This conformed with the minimum frequency of 1 per 5,000 cy as specified in Table 1 of the CQAPP. There is no specification for the On Site Fill, however, the grain size and Proctor information was used during density testing to verify that the percent compaction met or exceeded the specification.

**Table 7** is a summary of the tests performed on the Imported Fill. The ID numbers are #A6, #A7, and #A8. The samples were tested for grain-size distribution and Modified Proctor prior to placement and compaction as structural fill beneath the parking lot area. This material was delivered by truck, for a total of 15,721 tons (approximately 9,900 cy). A total of three QA/QC samples (approximately 1 per 3,400 cy) were taken for grain-size distribution. A total of two QA/QC samples (approximately 1 per 4,900 cy) were taken for Modified Proctor determination. This conformed with the minimum frequency of 1 per 5,000 cy as specified in Table 1 of the CQAPP.

The Type 17 import fill samples met the specified gradation. Note – the maximum size of individual particles was greater than the specified 4-inch size in two of the samples, but less than 5 inches. This was attributed to the lab testing method (did not include a 4-inch screen) and therefore the material was accepted. There is no Proctor specification for the On Site Fill, however, the grain size and Proctor information was used during density testing to verify that the percent compaction met or exceeded the specification.

## Other Materials at Lot 16

Minor quantities of other materials were utilized on the project. These included:

- Quarry Spalls: 2- to 4-inch quarry spalls were used at construction entrances for erosion protection. This material was delivered by truck, for a total of 2,302 tons (approximately 1,400 cy). No QA/QC samples were taken. This material was approved based on visual inspection in the field.
- Railroad Ballast: Railroad Ballast was used as backfill in over-excavations where soft or wet subgrade conditions were encountered. This material was delivered by truck, for a total of 305 tons (approximately 200 cy). No QA/QC samples were taken. This material was approved based on visual inspection in the field.
- Crushed Surfacing Base Course: Crushed surfacing was used beneath the asphalt pavement. This material was delivered by truck, for a total of 320 tons (approximately 200 cy). No QA/QC samples were taken. This material was approved based on visual inspection in the field.

## Summary

In summary, the physical testing of the materials used for earthwork was conducted in general accordance with the project CQAPP (AMEC et al. 2012). The results of the testing and visual observations confirmed that materials placed on site were in accordance with the project specifications.

## Reference

AMEC et al. (AMEC Environment & Infrastructure, Inc., Dalton, Olmsted & Fuglevand, Inc., and Floyd|Snider, Inc.). 2012. Final Construction Quality Assurance Project Plan, Duwamish Sediment Other Area and Southwest Bank Corrective Measure and Habitat Project, Boeing Plant 2, Seattle/Tukwila, Washington. Prepared for The Boeing Company, Seattle, Washington.

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**TABLES**

TABLE 1

**SUMMARY OF QA/QC SAMPLING AND TESTING**  
 Shoreline Construction Season Backfill QA/QC Summary  
 Duwamish Sediment Other Area and Southwest Bank  
 Corrective Measure and Habitat Project  
 Boeing Plant 2  
 Seattle/Tukwila, Washington

QA ID#	Transmittal / Lab Report Date	Transmittal / Lab Report Number	Submittal ID if Applicable	Item	For What Area	For What Use	Reference Spec Section	Sampled By	Sample Date	Sample ID	QA or QC <sup>1,2</sup>	Lab	Lab ID	Tests Run	Comments
#S18	5/9/2013	ARI WO90		Gravel Ballast	South and North Shoreline	Shoreline and uplands	Shoreline Area 02200 Earthwork 2.01.B.1 Gravel Ballast	AMEC	5/2/2013	QA1-N-GB-0502	QA	ARI	WO90	Grain size	approved
#S20	5/28/2013	none	email	Gravel Ballast	South and North Shoreline	Shoreline and uplands	Shoreline Area 02200 Earthwork 2.01.B.1 Gravel Ballast	Cal Portland	5/6/2013	8806 from Dupont	QC	Cal Portland	8806	Grain size	approved
#S22	5/29/2013	ARI WR27		Gravel Ballast	South and North Shoreline	Shoreline and uplands	Shoreline Area 02200 Earthwork 2.01.B.1 Gravel Ballast	AMEC	5/24/2013	QA2-S-GB-0524	QA	ARI	WR27	Grain size	approved
#S13	5/13/2013	none	Submittal No. 55.A	Sand/ Gravel Mixture	South and North Shoreline	Shoreline and uplands	Shoreline Area 02200 Earthwork 2.01.B.3 Sand/Gravel Mixture	Cal Portland	4/26/2013	8434 from Johns Prairie Pit, Shelton	QC	Cal Portland	8434	Grain size	approved
#S17	5/6/2013	ARI WO33		Sand/ Gravel Mixture	South and North Shoreline	Shoreline and uplands	Shoreline Area 02200 Earthwork 2.01.B.3 Sand/Gravel Mixture	AMEC	4/30/2013	QA1-N-SGmix-0430	QA	ARI	WO33	Grain size	approved
#S19	5/16/2013	ARI WP44		Sand/ Gravel Mixture	South and North Shoreline	Shoreline and uplands	Shoreline Area 02200 Earthwork 2.01.B.3 Sand/Gravel Mixture	AMEC	5/9/2013	QA2-N-0509	QA	ARI	WP44	Proctor	approved
#S21	5/28/2013	none	email	Sand/ Gravel Mixture	South and North Shoreline	Shoreline and uplands	Shoreline Area 02200 Earthwork 2.01.B.3 Sand/Gravel Mixture	Cal Portland	5/24/2013	8434 from Johns Prairie Pit, Shelton	QC	Cal Portland	8434	Grain size	approved
#S23	6/7/2013	none	email	Sand/ Gravel Mixture	South and North Shoreline	Shoreline and uplands	Shoreline Area 02200 Earthwork 2.01.B.3 Sand/Gravel Mixture	Cal Portland	6/7/2013	8434 from Johns Prairie Pit, Shelton	QC	Cal Portland	8434	Grain size	approved
#S24	6/25/2013	none	email	Sand/ Gravel Mixture	South and North Shoreline	Shoreline and uplands	Shoreline Area 02200 Earthwork 2.01.B.3 Sand/Gravel Mixture	Cal Portland	6/21/2013	8434 from Johns Prairie Pit, Shelton	QC	Cal Portland	8434	Grain size	approved
#S25	6/25/2013	ARI WU31		Sand/ Gravel Mixture	South and North Shoreline	Shoreline and uplands	Shoreline Area 02200 Earthwork 2.01.B.3 Sand/Gravel Mixture	AMEC	6/18/2013	QA3-S-S/G-0618	QA	ARI	WU31A	Grain size	out of spec due to segregation; approved
#S26	7/2/2013	none	email	Sand/ Gravel Mixture	South and North Shoreline	Shoreline and uplands	Shoreline Area 02200 Earthwork 2.01.B.3 Sand/Gravel Mixture	Cal Portland	6/26/2013	8434 from Johns Prairie Pit, Shelton	QC	Cal Portland	8434	Grain size	approved
#S27	7/11/2013	ARI WW51	email	Sand/ Gravel Mixture	South and North Shoreline	Shoreline and uplands	Shoreline Area 02200 Earthwork 2.01.B.3 Sand/Gravel Mixture	AMEC	6/18/2013	QA3-S-SG-0618 dup	QA	ARI	WW51	Grain size	retest of #S25 approved
#S28	7/11/2013	ARI WW51	email	Sand/ Gravel Mixture	South and North Shoreline	Shoreline and uplands	Shoreline Area 02200 Earthwork 2.01.B.3 Sand/Gravel Mixture	AMEC	7/5/2013	QA4-S-SGmix-0705	QA	ARI	WW51	Grain size	approved
#S16	5/6/2013	ARI WO00		Sand	South and North Shoreline	Shoreline and uplands	Shoreline Area 02200 Earthwork 2.01.B.4 Sand	AMEC	4/26/2013	QA1-N-Sand-0426	QA	ARI	WO00	Grain size	approved
#S31	4/26/2013	none	email	Sand	South and North Shoreline	Shoreline and uplands	Shoreline Area 02200 Earthwork 2.01.B.4 Sand	Cal Portland	4/26/2013	Sand B-335	QC	Cal Portland	8725	Grain size	approved
#S32	6/6/2013	none	email	Sand	South and North Shoreline	Shoreline and uplands	Shoreline Area 02200 Earthwork 2.01.B.4 Sand	Cal Portland	6/6/2013	Sand B-335	QC	Cal Portland	8725	Grain size	approved
#S33	7/10/2013	none	email	Sand	South and North Shoreline	Shoreline and uplands	Shoreline Area 02200 Earthwork 2.01.B.4 Sand	Cal Portland	7/10/2013	Sand B-335	QC	Cal Portland	8725	Grain size	approved
#S34	7/26/2013	none	email	Sand	South and North Shoreline	Shoreline and uplands	Shoreline Area 02200 Earthwork 2.01.B.4 Sand	Cal Portland	7/26/2013	Sand B-335	QC	Cal Portland	8725	Grain size	approved
#S35	8/5/2013	none	email	Sand	South and North Shoreline	Shoreline and uplands	Shoreline Area 02200 Earthwork 2.01.B.4 Sand	Cal Portland	8/5/2013	Sand B-335	QC	Cal Portland	8725	Grain size	approved
#S36	8/10/2013	none	email	Sand	South and North Shoreline	Shoreline and uplands	Shoreline Area 02200 Earthwork 2.01.B.4 Sand	Cal Portland	8/10/2013	Sand B-335	QC	Cal Portland	8725	Grain size	approved
#S37	8/12/2013	none	email	Sand	South and North Shoreline	Shoreline and uplands	Shoreline Area 02200 Earthwork 2.01.B.4 Sand	Cal Portland	8/12/2013	Sand B-335	QC	Cal Portland	8725	Grain size	approved
#S38	9/9/2013	none	email	Sand	South and North Shoreline	Shoreline and uplands	Shoreline Area 02200 Earthwork 2.01.B.4 Sand	Cal Portland	9/9/2013	Sand B-335	QC	Cal Portland	8725	Grain size	approved
#S29	7/28/2013	none	email	Amended Sand (sand portion)	South and North Shoreline	Shoreline and uplands	Shoreline Area 02200 Earthwork 2.01.D Amended Sand	CTI	3/4/2013	Concrete Sand B-231	QC	Bordura	none	Grain size	approved
#S30	8/7/2013	none	email	Amended Sand (sand portion)	South and North Shoreline	Shoreline and uplands	Shoreline Area 02200 Earthwork 2.01.D Amended Sand	CTI	6/14/2013	Concrete Sand B-231	QC	Bordura	none	Grain size	approved

TABLE 1

**SUMMARY OF QA/QC SAMPLING AND TESTING**  
 Shoreline Construction Season Backfill QA/QC Summary  
 Duwamish Sediment Other Area and Southwest Bank  
 Corrective Measure and Habitat Project  
 Boeing Plant 2  
 Seattle/Tukwila, Washington

QA ID#	Transmittal / Lab Report Date	Transmittal / Lab Report Number	Submittal ID if Applicable	Item	For What Area	For What Use	Reference Spec Section	Sampled By	Sample Date	Sample ID	QA or QC <sup>1,2</sup>	Lab	Lab ID	Tests Run	Comments
#A1	10/17/2012	ARI VM64		Onsite Native sample	Air Gas/ Lot #16	parking Lot backfill	Rupert Engineering Drawings	AMEC	10/10/2012	GS-1 @ 4-5'	QA	ARI	VM64	Grain size, Proctor	approved
#A2	10/17/2012	ARI VM64		Onsite Native sample	Air Gas/ Lot #16	parking Lot backfill	Rupert Engineering Drawings	AMEC	10/10/2012	GS-2 @ 5-6'	QA	ARI	VM64	Grain size, Proctor	approved
#A3	10/17/2012	ARI VM64		Onsite Native sample	Air Gas/ Lot #16	parking Lot backfill	Rupert Engineering Drawings	AMEC	10/10/2012	GS-3 @ 3-6'	QA	ARI	VM64	Grain size, Proctor	approved
#A6	11/12/2012	ARI VQ81		Import	Air Gas/ Lot #16	All-weather granular Import for parking Lot backfill	Rupert C4 General Note7 Seattle Type 17	AMEC	11/5/2012	CTI 4 inch	QA	ARI	VQ81	Grain size, Proctor	approved
#A7	11/15/2012	ARI VR92		Import	Air Gas/ Lot #16	All-weather granular Import for parking Lot backfill	Rupert C4 General Note7 Seattle Type 17	AMEC	11/9/2012	CTI 4" minus Sample 2	QA	ARI	VR92	Grain size	approved
#A8	11/16/2012	ARI VS34		Import	Air Gas/ Lot #16	All-weather granular Import for parking Lot backfill	Rupert C4 General Note7 Seattle Type 17	AMEC	11/13/2012	Import Fill Grab #2	QA/QC	ARI	VS34	Grain size, Proctor	approved

## Note(s)

- 1. Indicates QA sample - test result with comparison to spec on following pages.
- 2. Indicates QC sample - test result with comparison to spec on following pages.

## Abbreviation(s)

- QA = Quality Assurance  
 QC = Quality Control

## QA ID# Key

- #S = Shoreline North and South  
 #A = Air Gas and Lot 16

TABLE 2

**GRAVEL BALLAST – QA/QC SAMPLING AND TESTING**  
Shoreline Construction Season Backfill QA/QC Summary  
Duwamish Sediment Other Area and Southwest Bank  
Corrective Measure and Habitat Project  
Boeing Plant 2  
Seattle/Tukwila, Washington

**Boeing Plant 2 Shoreline Areas**  
**Section 02200 Earthwork**

**2.01.B.1 Gravel Ballast**

Grain-Size Analysis

QA ID#	Date Sample Taken	Sample Type (QC or QA) <sup>1,2,3</sup>	Sample ID	Sieve	2.5"	2"	3/4"	US No. 4	US No. 100	Comments	Approvals	
				SPEC Percent Passing	100	65 to 100	40 to 80	5 max.	0 to 2		By	Date

↓                      ↓ Results                      ↓

#S18	5/2/2013	QA	QA1-N-GB-0502	100	100	45.7	1.1	0.8		JSD	5/16/2013
#S20	5/2/2013	QC	Cal Portland 8806	100	100	61	2	1		JSD	5/29/2013
#S22	5/2/2013	QA	QA2-S-GB-0524	100	100	48.5	0.8	0.7		JSD	5/30/2013

Note(s)

- 1. Did not meet spec.
- 2. Indicates QA test.
- 3. Indicates QC test

Abbreviation(s)

- QA = Quality Assurance
- QC = Quality Control
- SPEC = Specification

TABLE 3

**SAND/GRAVEL BALLAST – QA/QC SAMPLING AND TESTING**

Shoreline Construction Season Backfill QA/QC Summary  
 Duwamish Sediment Other Area and Southwest Bank  
 Corrective Measure and Habitat Project  
 Boeing Plant 2  
 Seattle/Tukwila, Washington

**Boeing Plant 2 Shoreline Areas**  
**Section 02200 Earthwork**

### **2.01.B.3 Sand/Gravel Mixture**

**Grain-Size Analysis**

QA ID#	Date Sample Taken	Sample Type (QC or QA) <sup>1,2,3</sup>	Sample ID	Sieve	3"	1.5"	3/4"	3/8"	US No. 4	US No. 10	US No. 20	US No. 100	Comments	Approvals	
				SPEC Percent Passing	100	65 to 100	25 to 80	15 to 60	5 to 40	0 to 25	0 to 10	0 to 2		By	Date
#S13	4/26/2013	QC	CalPortland 8434		100	100	65	48	29	1	0	0	(extra wash)	JSD	4/29/2013
#S17	4/30/2013	QA	QA1-N-SGMix-0430		100	100	69.4	49.9	33.1	2.7	1.4	0.7	(extra wash)	JSD	5/6/2013
													Lab noted difficulty with test method due to very low fines content; Proctor value is deemed OK for use in density testing		
#S19	5/9/2013	QA	QA2-N--0509											JSD	5/16/2013
#S21	5/24/2013	QC	CalPortland 8434										(extra wash)	JSD	5/29/2013
#S23	6/7/2013	QC	CalPortland 8434										(extra wash)	JSD	6/7/2013
#S24	6/21/2013	QC	CalPortland 8434										(extra wash)	JSD	6/25/2013
													(extra wash) out of spec due to segregation/ approved		
#S25	6/18/2013	QA	QA3-S-S/G-0618											JSD	6/25/2013
#S26	6/26/2013	QC	CalPortland 8434										(extra wash)	JSD	7/2/2013
													(extra wash) retest of more representative sample for #S25 (non-segregated) passed		
#S27	6/18/2013	QA	QA3-S-SG-0618dup											JSD	7/28/2013
#S28	7/5/2013	QA	QA4-S-SGmix-0705										(extra wash)	JSD	7/28/2013

Note(s)

- 1. Did not meet spec.
- 2. Indicates QA test.
- 3. Indicates QC test.

Abbreviation(s)

- QA = Quality Assurance
- QC = Quality Control
- SPEC = Specification

TABLE 4

**SAND – QA/QC SAMPLING AND TESTING**  
 Shoreline Construction Season Backfill QA/QC Summary  
 Duwamish Sediment Other Area and Southwest Bank  
 Corrective Measure and Habitat Project  
 Boeing Plant 2  
 Seattle/Tukwila, Washington

Boeing Plant 2 Shoreline Areas  
 Section 02200 Earthwork

### 2.01.B.4 Sand

#### Grain-Size Analysis

QA ID#	Date Sample Taken	Sample Type (QC or QA) <sup>1,2,3</sup>	Sample ID	Sieve <b>SPEC Percent Passing</b> ➡	3/8"	US No. 4	US No.16	US No. 50	US No. 100	US No. 200	Comments	Approvals	
					100	95 to 100	45 to 80	10 to 30	2 to 10	0 to 2.5		By	Date

#S16	4/26/2013	QA	QA-1-N-Sand-0426
#S31	4/26/2013	QC	8725 from Glacier Manke Pit, Shelton
#S32	6/6/2013	QC	8725 from Glacier Manke Pit, Shelton
			8725 from Glacier Manke Pit, Shelton
#S33	7/10/2013	QC	8725 from Glacier Manke Pit, Shelton
#S34	7/26/2013	QC	8725 from Glacier Manke Pit, Shelton
#S35	8/5/2013	QC	8725 from Glacier Manke Pit, Shelton
#S36	8/10/2013	QC	8725 from Glacier Manke Pit, Shelton
#S37	8/12/2013	QC	8725 from Glacier Manke Pit, Shelton
#S38	9/9/2013	QC	8725 from Glacier Manke Pit, Shelton

100	100	70	18	4	2		JSD	5/6/2013
100	100	70	15	4	1.8		JSD	9/13/2013
100	100	71	16	3	1.5		JSD	9/13/2013
100	100	71	14	3	2.1		JSD	9/13/2013
100	100	63	13	2.2	0.3		JSD	9/13/2013
100	100	70	14	3	1.4		JSD	9/13/2013
100	100	71	16	4	1.5		JSD	9/13/2013
100	100	69	14	2.2	0.7		JSD	9/13/2013
100	100	72	15	4	1.7		JSD	9/13/2013

Note(s)

- 1. Did not meet spec.
- 2. Indicates QA test.
- 3. Indicates QC test.

Abbreviation(s)

- QA = Quality Assurance
- QC = Quality Control
- SPEC = Specification

**TABLE 5**

**AMENDED SAND – QA/QC SAMPLING AND TESTING**  
**Shoreline Construction Season Backfill QA/QC Summary**  
**Duwamish Sediment Other Area and Southwest Bank**  
**Corrective Measure and Habitat Project**  
**Boeing Plant 2**  
**Seattle/Tukwila, Washington**

**Boeing Plant 2 Shoreline Areas**  
**Section 02200 Earthwork**

**2.01.D Amended Sand**  
**Grain-Size Analysis**

QA ID#	Date Sample Taken	Sample Type (QC or QA) <sup>1,2,3</sup>	Sample ID	Sieve	3/8"	US No. 4	US No. 16	US No. 50	US No. 100	US No. 200	Comments	Approvals	
				SPEC Percent Passing	100	95 to 100	45 to 80	10 to 30	2 to 10	0 to 2.5		By	Date
↓      ↓      ↓													
#S29	3/8/2013	QC	Concrete Sand from CTI Sumner Mine B-231; 3/4/2013	100	99	66	17	4	1.1	Approved	JSD	7/29/2013	
#S30	6/14/2013	QC	Concrete Sand from CTI Sumner Mine B-231; 3/4/2013	100	99	62	10	2	0.9	Approved	JSD	8/9/2013	

Note(s)

- 1. Did not meet spec.
- 2. Indicates QA test.
- 3. Indicates QC test.

Abbreviation(s)

- QA = Quality Assurance
- QC = Quality Control
- SPEC = Specification

TABLE 6

**ON-SITE SOIL – QA/QC SAMPLING AND TESTING**  
 Shoreline Construction Season Backfill QA/QC Summary  
 Duwamish Sediment Other Area and Southwest Bank  
 Corrective Measure and Habitat Project  
 Boeing Plant 2  
 Seattle/Tukwila, Washington

**Boeing Plant 2 Lot 16**  
**Rupert Engineering Drawings**

**Grain-Size Analysis**

QA ID#	Date Sample Taken	Sample Type (QC or QA) <sup>1,2,3</sup>	Sample ID	Sieve	2"	3/4"	US No. 4	US No. 40	US No. 60	US No. 200	Comments	Approvals	
				SPEC Percent Passing	no spec	no spec	no spec	no spec	no spec	no spec		By	Date
↓      ↓      ↓      Results													
#A1	10/10/2012	QA	GS-1 @ 4-5'		100	73.3	70.4	61.6	42.1	8	No Specification; information for use in density testing	JSD	10/18/2012
#A2	10/10/2012	QA	GS-2 @ 5-6'		100	99	98.2	95.8	94.6	35.2		JSD	10/18/2012
#A3	10/10/2012	QA	GS-3 @ 3-6'		100	86.4	77.6	62.1	47.7	19.3		JSD	10/18/2012

**Modified Proctor**

QA ID#	Date Sample Taken	Sample Type (QC or QA) <sup>1,2,3</sup>	Sample ID	SPEC	Modified Proctor			Comments	Approvals		
				→	No Spec				By	Date	
↓      ↓      ↓      Results											
#A1	10/10/2012	QA	GS-1 @ 4-5'		Maximum dry density = 108.7 pcf @ 15.0% moisture			No Specification; information for use in density testing	JSD	10/18/2012	
#A2	10/10/2012	QA	GS-2 @ 5-6'		Maximum dry density = 92.8 pcf @ 22.6% moisture				JSD	10/18/2012	
#A3	10/10/2012	QA	GS-3 @ 3-6'		Maximum dry density = 123.0 pcf @ 12.3% moisture				JSD	10/18/2012	

Note(s)

- 1. Did not meet spec.
- 2. Indicates QA test.
- 3. Indicates QC test.

Abbreviation(s)

- QA = Quality Assurance
- QC = Quality Control
- SPEC = Specification

TABLE 7

**IMPORT FILL – QA/QC SAMPLING AND TESTING**  
 Shoreline Construction Season Backfill QA/QC Summary  
 Duwamish Sediment Other Area and Southwest Bank  
 Corrective Measure and Habitat Project  
 Boeing Plant 2  
 Seattle/Tukwila, Washington

**Boeing Plant 2 Lot 16**  
**Rupert Engineering Drawings**  
**IMPORTED ALL WEATHER FILL (COMPARE TO SEATTLE TYPE 17)**

**Grain-Size Analysis**

QA ID#	Date Sample Taken	Sample Type (QC or QA) <sup>1,2,3</sup>	Sample ID	Sieve	5"	3"	US No. 4	US No. 200	Comments	Approvals	
				SPEC Percent Passing	95 to 100	24 to 71	0 to 5	By			
<b>Results</b>											
#A6	11/5/2012	QA	CTI-4-inch (ARI VQ81)	100	67.1	30.9	1.1	OK with 4-inch max size	JSD	11/12/2012	
#A7	11/9/2012	QA	CTI 4" minus sample 2 (ARI VR92)	100	100	34.3	1.6		JSD	11/15/2012	
#A8	11/13/2012	QA	Import Fill Grab #2 (ARI VS34)	100	78.6	30.9	1.9	OK with 4-inch max size	JSD	11/16/2012	

**Modified Proctor**

QA ID#	Date Sample Taken	Sample Type (QC or QA) <sup>1,2,3</sup>	Sample ID	Modified Proctor	Comments	Approvals	
				SPEC		By	Date
<b>Results</b>							
#A6	11/5/2012	QA	CTI-4-inch (ARI VQ81)	Maximum dry density = 142.0 pcf @ 5.8% moisture	No Specification; information for use in density testing	JSD	11/12/2012
#A8	11/13/2012	QA	Import Fill Grab #2 (ARI VS34)	Maximum dry density = 137.1 pcf @ 8.5% moisture		JSD	11/16/2012

Note(s)

- 1. Did not meet spec.
- 2. Indicates QA test.
- 3. Indicates QC test.

Abbreviation(s)

- QA = Quality Assurance
- QC = Quality Control
- SPEC = Specification

## **VIBRATION MONITORING REPORT**

## **Memorandum**

To Koorus Tahghighi File no 0148440080.FOVR  
cc  
From Jim Dransfield / Minjae Park  
AMEC Environment & Infrastructure  
Date June 26, 2013  
  
**Subject Vibration Monitoring Report – Boeing Plant 2 South Shoreline Area**

This memorandum summarizes our results of monitoring of ground vibrations induced by piling demolition and related activities in accordance with *Construction Specifications Section 02070*.

## **PROCEDURES**

The vibration monitoring was performed using a Blastmate III vibration monitor (seismograph). This equipment records and analyzes dynamic signals received from a triaxial analog geophone and, if needed, also from a microphone. The vibration monitoring required only use of the geophones. In order to provide a connection of the geophone to the ground (coupling) a 25-pound sandbag was typically placed over the geophone. The equipment was set up to monitor in the so-called "histogram" mode, which records the peak particle velocities in each of the 3 principal directions, the associated harmonic frequencies, and the peak vector sum for each of the recording intervals. The recording interval utilized during the entire duration of the monitoring effort was 15 seconds. The peak vector was reported as the Peak Particle Velocity (PPV) for the purposes of vibration monitoring.

## **CONSTRUCTION ACTIVITIES**

*Piling Demolition* – Vibratory extraction method was utilized during piling demolition. The vibratory hammer was activated to loosen the piling, and it vibrated while the crane pulls up. As the piling was extracted and the tip of the piling reached the mud line, the vibratory hammer was shut off and the crane lifted the piling vertically.

*Stretch Press Pit Demolition* – A hydraulic breaker attached to a trackhoe was utilized during stretch press pit demolition.

## RESULTS

Continuous vibration monitoring was carried out at 3 different test locations chosen by the geotechnical field engineer. Vibration data were collected during piling and stretch press pit demolition. The locations were between the existing utility duct bank and the construction activity. No exceedances of the PPV threshold level of 1.0 in/sec were recorded. The PPV values were typically less than 0.5 in/sec at the monitoring locations, ranging between 20 and 30 feet away from the demolition activities. The maximum PPV values recorded during the monitoring can be found in Appendix A and also summarized in Table 1 below. Our monitoring locations and pertinent site features are included on Figure 1A and 1B which depicts their approximate relative locations. Raw vibration data can be provided upon request.

Monitoring Location	Monitoring Period	Main Construction Activities	Maximum PPV Experienced (in/sec)
Station 30+50	May 25, 2013	Piling demolition	0.28
Station 29+50	May 25, 2013	Piling demolition	0.45
Station 33+50	May 28, 2013	Stretch Press Pit demolition	0.14

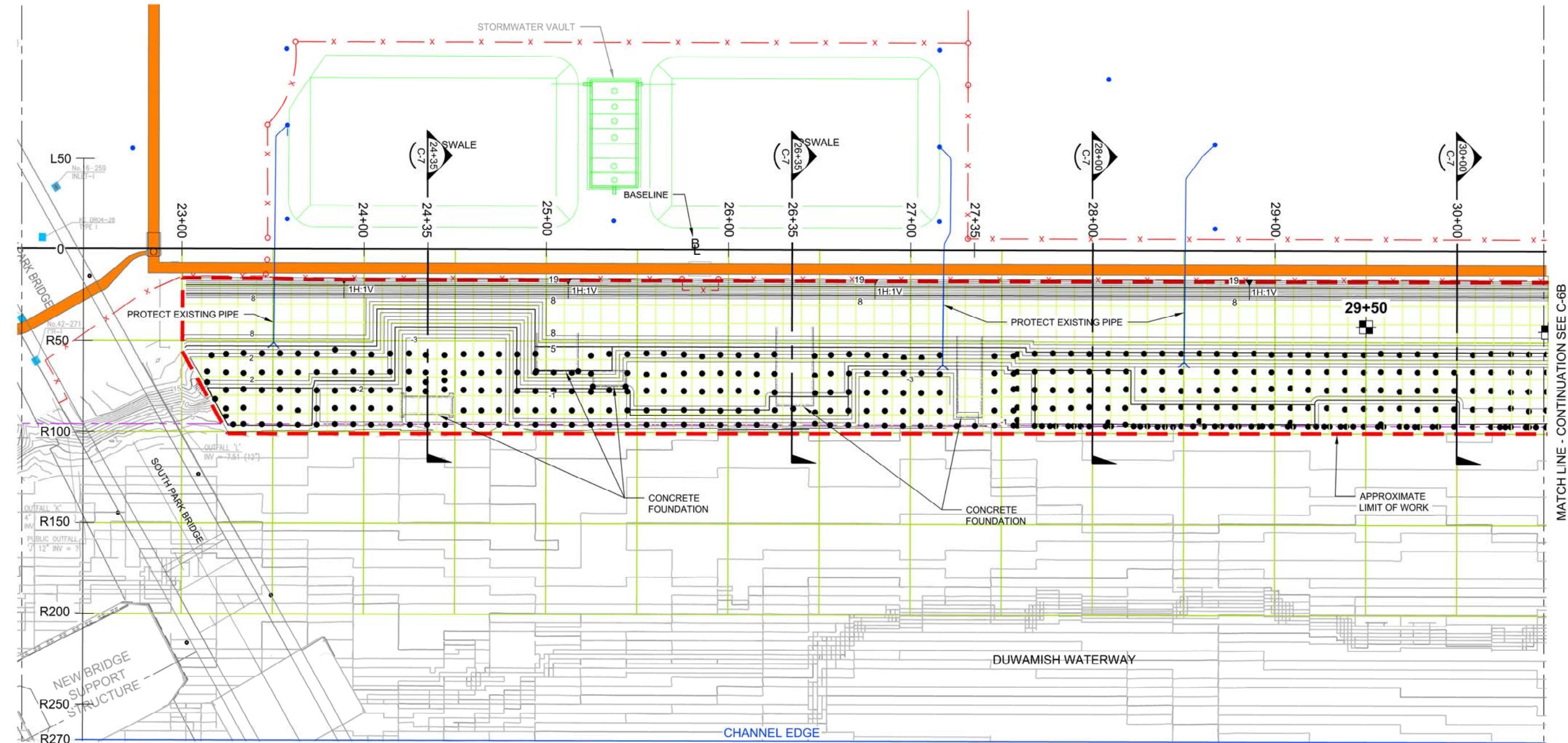
Table 1. Vibration Monitoring Data Summary

## SUMMARY

These measured PPV were below the 1.0 in/sec threshold specified in *Construction Specification Section 02070 3.03 B*. Based on the observations and vibration measurements of these construction activities, no further vibration monitoring appears necessary.

---

## **FIGURES**



#### NOTES:

1. EXCAVATION SHALL PROCEED FROM UPSTREAM TO DOWNSTREAM (SOUTH TO NORTH) AND FROM THE OUTBOARD EDGE OF THE WORK AREA LANDWARD.
  2. REMOVE SUBSURFACE FEATURES AND PERFORM EXCAVATION BELOW ELEVATION +13 FT MLLW DURING LOW TIDE SO THAT NO EXCAVATION OCCURS THROUGH OPEN WATER AND NO EXCAVATION BECOMES FLOODED BY WATER ENTERING DIRECTLY FROM THE WATERWAY.
  3. SINGLE FOUNDATION PILINGS, IF ENCOUNTERED, SHALL BE REMOVED TO THE EXTENT PRACTICABLE. CUT SINGLE PILINGS THAT CANNOT BE REMOVED, AS WELL AS PILING CLUSTERS, AT LEAST 3 FT BELOW THE FINAL GRADE. FILL VOID WITH GRAVEL BACKFILL.
  4. CONDUCT EXCAVATION BELOW ELEVATION +13 FT MLLW IN STRIPS PERPENDICULAR TO THE WATERWAY. THE WIDTH OF EACH STRIP SHALL BE SMALL ENOUGH SUCH THAT EXCAVATION AND SURFACE STABILIZATION CAN BE COMPLETED IN A SINGLE TIDE CYCLE. ADJACENT STRIPS SHALL BE OVERLAPPED SO THAT ALL EXISTING SOIL WITHIN THE PLANNED EXCAVATION IS REMOVED. BACKFILL AS SOON AS PRACTICAL.
  5. TEMPORARY CUT SLOPES ABOVE ELEVATION +8 FT MLLW SHALL BE 1H:1V OR FLATTER. TEMPORARY CUT SLOPES BELOW ELEVATION +8 FT MLLW SHALL BE 2H:1V OR FLATTER. USE TEMPORARY SHORING WHEN REQUIRED BY SITE SOIL CONDITIONS.
  6. EXCAVATE THE AREA ADJACENT TO THE EXISTING SUBSURFACE SHEET METAL PILING WITH TECHNIQUE SO AS NOT TO MAKE CONTACT OR DAMAGE THE SHEET METAL PILING. DEPTH OF EXCAVATION WILL BE DETERMINED IN THE FIELD BY ENGINEER.

7. IF ENGINEER DETERMINES A POTENTIAL FOR FUTURE SLOUGHING OR SLOPE FAILURES, THE UNSUITABLE SUBGRADE WILL BE OVER-EXCAVATED AN ADDITIONAL 24 INCHES AND THEN BACKFILLED WITH GRAVEL BALLAST.
8. REMOVE KNOWN AND SUSPECTED TSCA EARLY REMOVAL AREAS PRIOR TO REMOVAL OF OTHER MATERIALS IN THE VICINITY.
9. COMPACT THE SLOPING SURFACE TO A FIRM, NON-YIELDING SURFACE. COMPACTION METHOD, EQUIPMENT, AND TESTING FREQUENCY WILL BE DETERMINED FROM THE TEST PADS CONSTRUCTION.
10. MANAGE ALL SEDIMENT, SOIL, DEBRIS, STORMWATER, AND GROUNDWATER COLLECTED, IN ACCORDANCE WITH MATERIALS HANDLING PLAN.

## LEGEND

29+50

#### APPROXIMATE VIBRATION MONITORING LOCATION AND STATIONING LOCATION

1

EXCAVATION CONTOUR LINE (1FT INTERVAL)

EXISTING ELEVATION / DREDGING EXCAVATION  
CONTOUR LINE OUTSIDE SCOPE OF SOUTH

EEFCE

---

PROPERTY LINE

1

---

APPROXIMATE LIMIT OF WOE

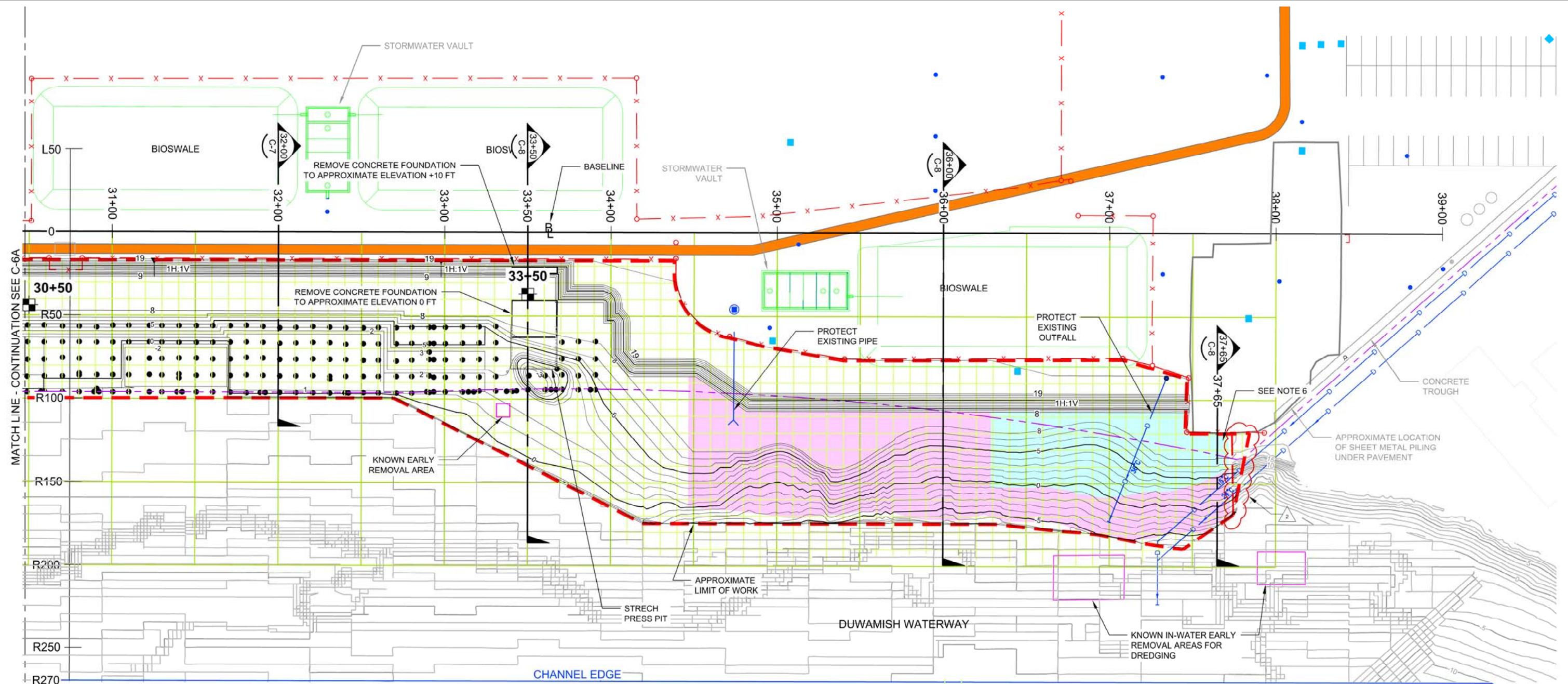
1

MANHOLE (SMALL & LARGE)



Elevation Datum: 0=MLLW

FINAL DESIGN  
FOR CONSTRUCTION



NOTES:

#### **ADDITIONAL NOTES**

- ADDITIONAL NOTES:**

  1. THE WATER WARD LIMIT OF THE SHADED AREAS TO BE DETERMINED DURING EXCAVATION.
  2. DISPOSE OF MATERIAL WITHIN BLUE-SHADED AREA AS HAZARDOUS WASTE.
  3. DISPOSE OF MATERIAL WITH HATCHING IN THE PINK-SHADED AREA TO THE DEPTH OF 2 FT AS HAZARDOUS WASTE.
  4. SEGREGATE DEBRIS FILL (SEE DEFINITION) IN THE PINK-SHADED AREA AND DISPOSE AS HAZARDOUS WASTE. STOCKPILE THE REMAINDER OF MATERIAL IN THE PINK-SHADED AREA FOR TESTING BY OTHERS.
  5. THE EXCAVATION VOLUME IN THE BLUE-SHADED AREA IS APPROXIMATELY 2,600 Cu.Yd., EXCLUDING 200 Cu.Yd. OF CLEAN MATERIAL PLACED BY OTHERS.
  6. THE EXCAVATION VOLUME IN THE PINK-SHADED AREA IS APPROXIMATELY 5,700 Cu.Yd., EXCLUDING 300 Cu.Yd. OF CLEAN MATERIAL PLACED BY OTHERS.
  7. IF FIRE BRICK (YELLOW/TAN BRICK) OR "DEBRIS FILL" IS OBSERVED IN THE 'TO BE TESTED' AREA, SEGREGATE AS HAZARDOUS WASTE.

APPROXIMATE SHADED AREAS WERE PROVIDED BY FLOYD SNIDER

LEGE

- 33+50**

APPROXIMATE VIBRATION MONITORING LOCATION AND STATIONING LOCATION

EXCAVATION CONTOUR LINE (1FT INTERVAL)

EXISTING ELEVATION / DREDGING EXCAVATION CONTOUR LINE OUTSIDE SCOPE OF SOUTH SHORELINE AREA REMOVAL (1FT INTERVAL)

**FENCE**

**PROPERTY LINE**

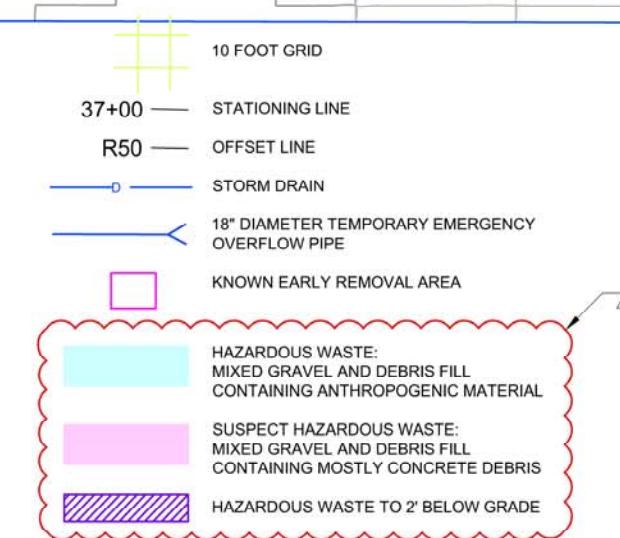
**APPROXIMATE LIMIT OF WORK**

**CATCH BASIN**

**MANHOLE (SMALL & LARGE)**

**SUBSURFACE DUCT BANK**

**WOOD PILING**



APPROXIMATE SCALE IN FEET  
  
0 15 30 60

**FINAL DESIGN  
FOR CONSTRUCTION  
(10 FOOT GRID ADDED)**

SYM	REVISION	BY	APPROVED
	LIMITS OF HAZARDOUS WASTE AND SUSPECTED MATERIAL	K.T.	K.T.
	EXTENDED SOUTHERN LIMIT OF WORK	K.T.	K.T.



	ACCEPTABILITY THIS DESIGN AND/OR SPECIFICATION IS APPROVED			DRAWN APS	DATE 07/20/11	SUBTITLE  VIBRATION MONITORING LOCATIONS	CURRENT REVISION 01/17/13	SYMBOL	DATE
	APPROVED BY	DEPT.	DATE	CHECKED			SHEET		
				ENGINEER		TITLE			
				CHECKED					
				APPROVED					
				APPROVED					

**BOEING PLANT 2  
SOUTH SHORELINE AREA**

**Figure 1B**

JOB NO. 0131320050	COMP NO.
DWG NO.	

---

## **APPENDIX A**

Vibration Monitoring Summary Reports

**Histogram Start Time** 09:09:36 May 25, 2013  
**Histogram Finish Time** 10:48:52 May 25, 2013  
**Number of Intervals** 397.00 at 15 seconds  
**Range** Geo:10.00 in/s  
**Sample Rate** 1024sps

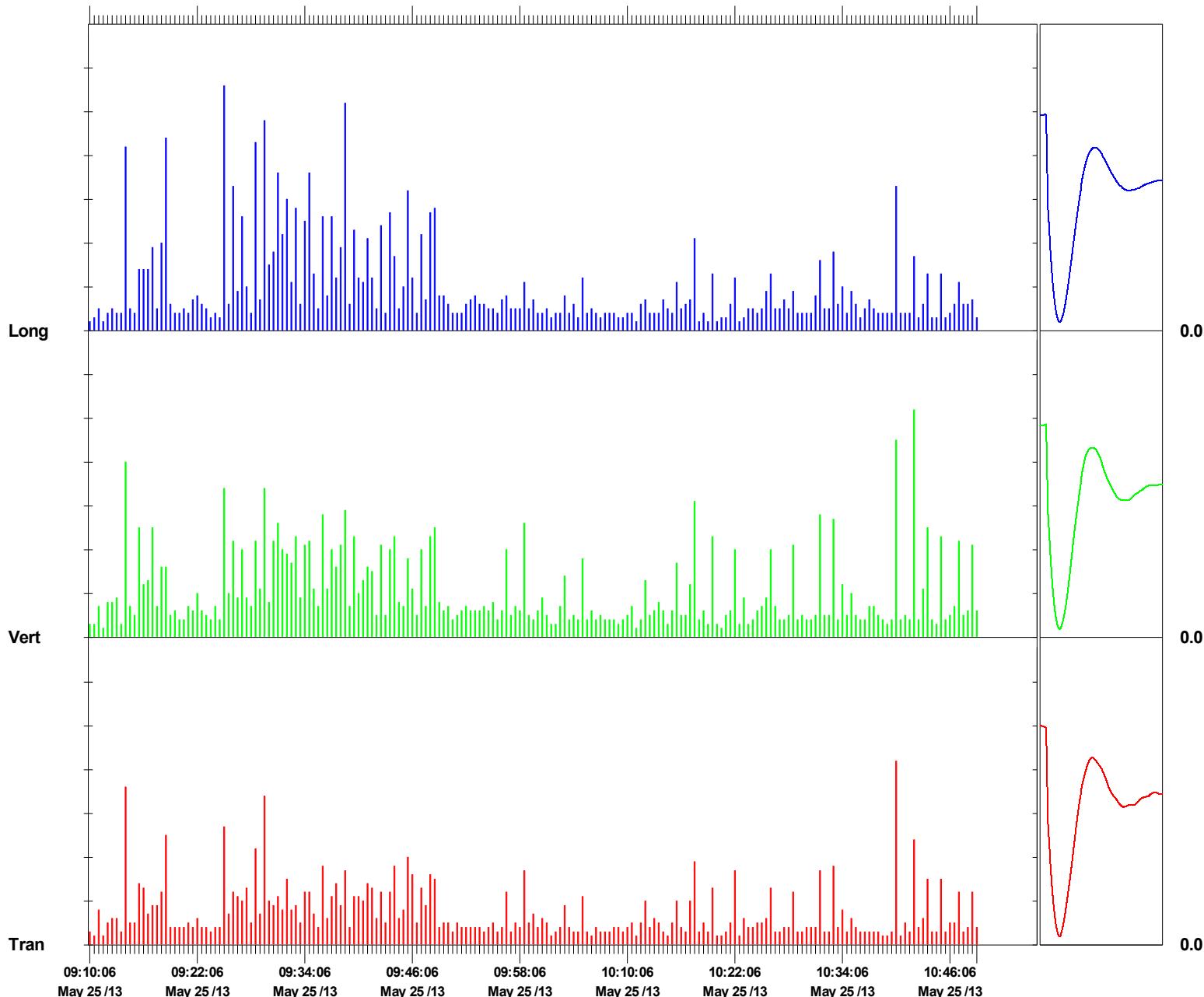
**Notes**  
Location: Boeing Plant 2  
Client: Boeing  
Monitored By: AMEC  
Unit Location: South Shoreline

**Serial Number** BE9247 V 10.40-8.17 MiniMate Plus  
**Battery Level** 6.3 Volts  
**Unit Calibration** August 29, 2012 by Instinet  
**File Name** \_TEMP.EVT

**Extended Notes:**  
Job Number: 0148440080.FOVR

	Tran	Vert	Long	
PPV	0.210	0.260	0.280	in/s
ZC Freq	23	16	14	Hz
Date	May 25 /13	May 25 /13	May 25 /13	
Time	10:39:51	10:41:51	09:25:06	
Sensor Check	Passed	Passed	Passed	
Frequency	7.5	7.6	7.2	Hz
Overswing Ratio	3.7	3.4	4.1	

**Peak Vector Sum** 0.293 in/s on May 25, 2013 at 09:29:36



Time Scale: 30 seconds /div Amplitude Scale: Geo: 0.0500 in/s/div

Sensor Check

**Histogram Start Time** 11:45:28 May 25, 2013  
**Histogram Finish Time** 12:51:01 May 25, 2013  
**Number of Intervals** 262.00 at 15 seconds  
**Range** Geo:10.00 in/s  
**Sample Rate** 1024sps

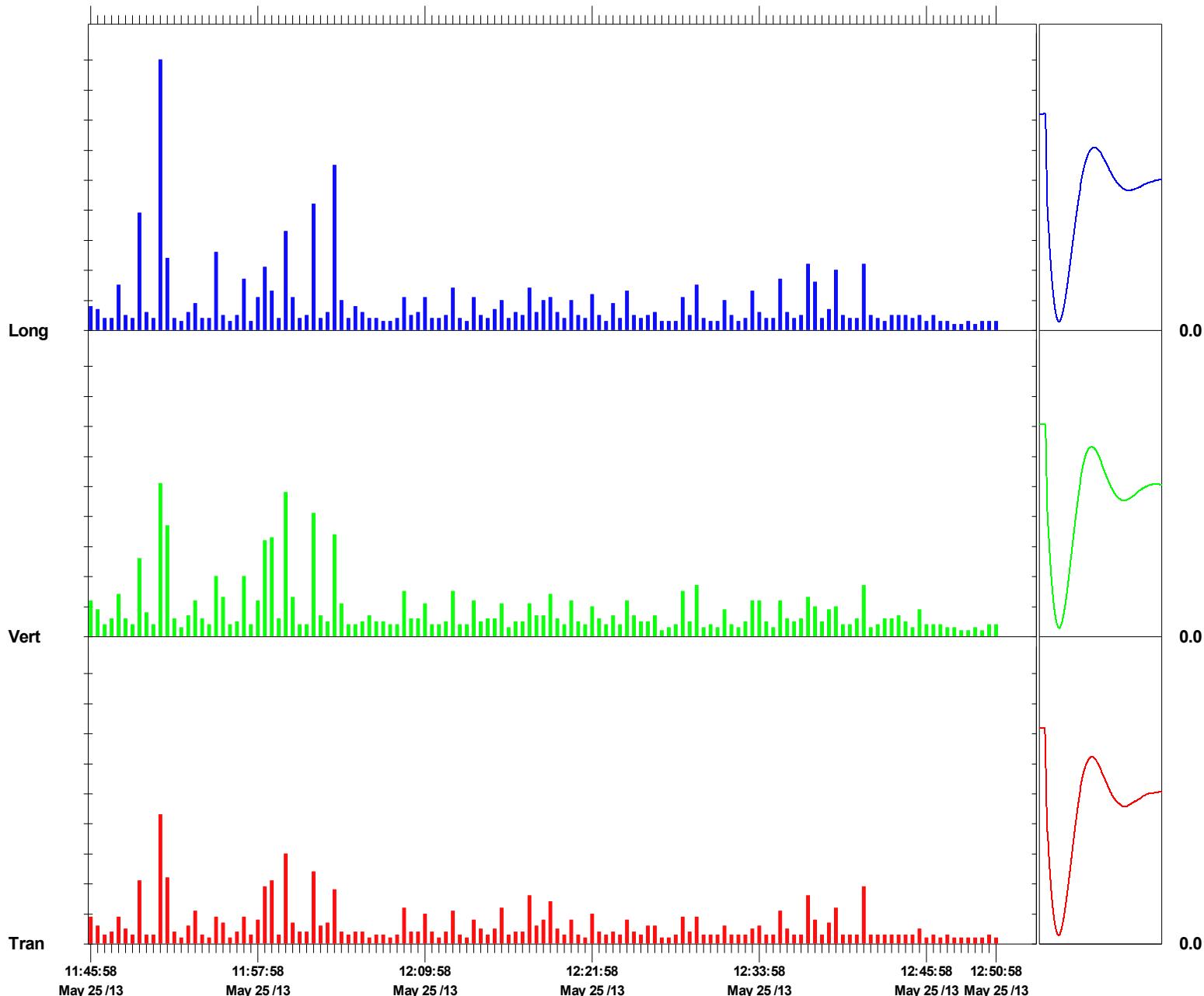
**Notes**  
Location: Boeing Plant 2  
Client: Boeing  
Monitored By: AMEC  
Unit Location: South Shoreline

**Serial Number** BE9247 V 10.40-8.17 MiniMate Plus  
**Battery Level** 6.3 Volts  
**Unit Calibration** August 29, 2012 by Instinet  
**File Name** \_TEMP.EVT

**Extended Notes:**  
Job Number: 0148440080.FOVR

	Tran	Vert	Long	
PPV	0.215	0.255	0.450	in/s
ZC Freq	17	17	17	Hz
Date	May 25 /13	May 25 /13	May 25 /13	
Time	11:50:43	11:50:43	11:50:43	
Sensor Check	Passed	Passed	Passed	
Frequency	7.6	7.7	7.3	Hz
Overswing Ratio	3.7	3.4	4.1	

**Peak Vector Sum** 0.502 in/s on May 25, 2013 at 11:50:43



Time Scale: 30 seconds /div Amplitude Scale: Geo: 0.0500 in/s/div

Sensor Check

**Histogram Start Time** 09:57:23 May 28, 2013  
**Histogram Finish Time** 11:24:26 May 28, 2013  
**Number of Intervals** 348.00 at 15 seconds  
**Range** Geo:10.00 in/s  
**Sample Rate** 1024sps

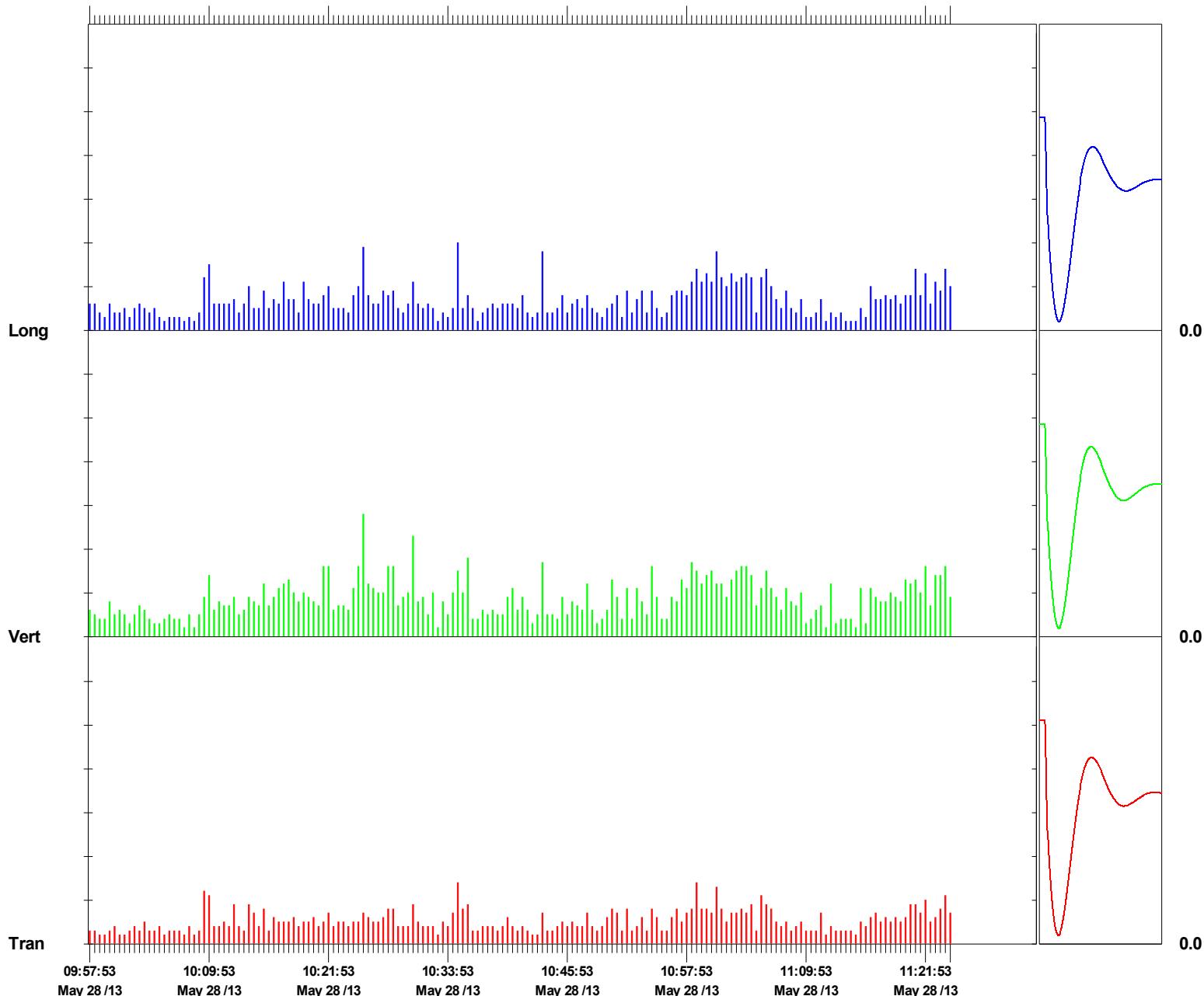
**Notes**  
Location: Boeing Plant 2  
Client: Boeing  
Monitored By: AMEC  
Unit Location: South Shoreline

**Serial Number** BE9247 V 10.40-8.17 MiniMate Plus  
**Battery Level** 6.3 Volts  
**Unit Calibration** August 29, 2012 by Instinet  
**File Name** \_TEMP.EVT

**Extended Notes:**  
Job Number: 0148440080.FOVR

	Tran	Vert	Long	
PPV	0.0700	0.140	0.1000	in/s
ZC Freq	32	7.9	34	Hz
Date	May 28 /13	May 28 /13	May 28 /13	
Time	10:34:38	10:25:08	10:34:38	
Sensor Check	Passed	Passed	Passed	
Frequency	7.6	7.7	7.4	Hz
Overswing Ratio	3.7	3.4	4.1	

**Peak Vector Sum** 0.162 in/s on May 28, 2013 at 10:25:08



Time Scale: 30 seconds /div Amplitude Scale: Geo: 0.0500 in/s/div

Sensor Check

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## **APPENDIX C**

Waste Management Information

**TABLE C-1**

**EXPORT SUMMARY**

Duwamish Sediment Other Area and Southwest Bank  
 Corrective Measure and Habitat Project  
 Boeing Plant 2  
 Seattle/Tukwila, Washington

PROFILE NO.	DESCRIPTION	TOTAL AMOUNT (TONS)
<b>NORTH SHORELINE</b>		
PL200141	NON-HAZARDOUS SOIL (TO COLUMBIA RIDGE)	45,586.30
102675WA	NON-HAZARDOUS SOIL (TO COLUMBIA RIDGE)	32.44
<b>SOUTH SHORELINE</b>		
PL200149	CONCRETE NON-HAZARDOUS (TO WENATCHEE)	6,579.63
PL200149A	NON-HAZARDOUS SOIL (TO WENATCHEE)	68,553.59
PL200138	CREOSOTE TIMBER (TO COLUMBIA RIDGE)	925.90
PL200151	CREOSOTE TIMBER (TO WENATCHEE)	67.09
NA	METALS RECYCLE	152.20
PL200139-00	HAZARDOUS (CWM ARLINGTON)	26.55
PL200140-00	HAZARDOUS (CWM ARLINGTON)	85.85
PL200147	HAZARDOUS (CWM ARLINGTON AND US ECOLOGY IDAHO)	8,144.52
PL200152	HAZARDOUS (CWM ARLINGTON)	98.79
PL200154	HAZARDOUS (CWM ARLINGTON)	32.59
RXN00066-00	TSCA PCB (CWM ARLINGTON)	1,513.20
PL200146	SPENT ACTIVATED CHARCOAL NON-HAZARDOUS (TO WENATCHEE)	47.55
109978OR	DREDGE RETURN WATER SOLIDS FROM CS1 (TO COLUMBIA RIDGE)	301.54

Abbreviation(s)

CS1 = Construction Season 1  
 CWM = Chemical Waste Management  
 No. = number  
 PCB = polychlorinated biphenyl  
 TSCA = Toxic Substances Control Act



**TABLE C-2**

**PL200141 (NON-HAZARDOUS SOIL – NORTH SHORELINE)**  
 Duwamish Sediment Other Area and Southwest Bank  
 Corrective Measure and Habitat Project  
 Boeing Plant 2  
 Seattle/Tukwila, Washington

NO.	DATE	TIME	TRUCK NO.	GROSS WT.	TARE WT.	NET WT.	TOTAL TONS			
				<b>TOTAL CUMULATIVE TONS:</b>						<b>45,586.30</b>
1	4/17/2013	9:16	Y53S	55020	26000	29020	14.51			
2	4/17/2013	9:19	VOS1	59020	27120	31900	15.95			
3	4/17/2013	9:24	GEC11	55280	25800	29480	14.74			
4	4/17/2013	9:32	MG3	51800	23300	28500	14.25			
5	4/17/2013	9:43	F116S	52340	23160	29180	14.59			
6	4/17/2013	10:09	Y53S	58960	26000	32960	16.48			
7	4/17/2013	10:21	VOS1	67540	27120	40420	20.21			
8	4/17/2013	10:22	GEC11	54920	25800	29120	14.56			
9	4/17/2013	10:27	MG3	52200	23300	28900	14.45			
10	4/17/2013	10:30	F116S	54200	23160	31040	15.52			
11	4/17/2013	10:45	Y53S	53640	26000	27640	13.82			
12	4/17/2013	10:58	VOS1	62960	27120	35840	17.92			
13	4/17/2013	11:04	GEC11	56180	25800	30380	15.19			
14	4/17/2013	11:12	MG3	51020	23300	27720	13.86			
15	4/17/2013	11:14	F116S	53320	23160	30160	15.08			
16	4/17/2013	11:27	Y53S	55520	26000	29520	14.76			
17	4/17/2013	11:50	VOS1	63480	27120	36360	18.18			
18	4/17/2013	11:53	GEC11	55020	25800	29220	14.61			
19	4/17/2013	12:02	MG3	53460	23300	30160	15.08			
20	4/17/2013	12:07	F116S	54580	23160	31420	15.71			
21	4/17/2013	12:12	Y53S	56160	26000	30160	15.08			
22	4/17/2013	12:30	VOS1	64240	27120	37120	18.56			
23	4/17/2013	12:35	GEC11	53920	25800	28120	14.06			
24	4/17/2013	12:53	MG3	52020	23300	28720	14.36			
25	4/17/2013	12:57	F116S	54240	23160	31080	15.54			
26	4/17/2013	13:05	Y53S	55740	26000	29740	14.87			
27	4/17/2013	13:08	VOS1	66420	27120	39300	19.65			
28	4/17/2013	13:14	GEC11	54260	25800	28460	14.23			
29	4/17/2013	13:31	MG3	51620	23300	28320	14.16			
30	4/17/2013	13:38	F116S	53660	23160	30500	15.25			
31	4/17/2013	13:51	Y53S	52560	26000	26560	13.28			
32	4/17/2013	13:58	VOS1	62660	27120	35540	17.77			
33	4/17/2013	14:02	GEC11	55100	25800	29300	14.65			
34	4/17/2013	14:07	MG3	51740	23300	28440	14.22			
35	4/17/2013	15:48	Y53S	52240	26000	26240	13.12			
36	4/17/2013	15:51	VOS1	60760	27120	33640	16.82			
37	4/17/2013	15:53	GEC11	53400	25800	27600	13.80			
38	4/17/2013	15:58	MG3	53280	23300	29980	14.99			
39	4/17/2013	16:00	F116S	51000	23160	27840	13.92			
40	4/17/2013	16:28	Y53S	55760	26000	29760	14.88			
41	4/17/2013	16:34	VOS1	67800	27120	40680	20.34			
42	4/17/2013	16:38	GEC11	54960	25800	29160	14.58			
43	4/17/2013	16:41	MG3	50760	23300	27460	13.73			
44	4/17/2013	16:44	F116S	52200	23160	29040	14.52			
45	4/17/2013	17:05	Y53S	56560	26000	30560	15.28			
46	4/17/2013	17:14	VOS1	63660	27120	36540	18.27			
47	4/17/2013	17:16	GEC11	56400	25800	30600	15.30			
48	4/17/2013	17:18	MG3	51720	23300	28420	14.21			
49	4/17/2013	17:24	F116S	54520	23160	31360	15.68			
50	4/17/2013	17:38	Y53S	54440	26000	28440	14.22			

**TABLE C-2**

**PL200141 (NON-HAZARDOUS SOIL – NORTH SHORELINE)**  
 Duwamish Sediment Other Area and Southwest Bank  
 Corrective Measure and Habitat Project  
 Boeing Plant 2  
 Seattle/Tukwila, Washington

NO.	DATE	TIME	TRUCK NO.	GROSS WT.	TARE WT.	NET WT.	TOTAL TONS			
				<b>TOTAL CUMULATIVE TONS:</b>						<b>45,586.30</b>
51	4/18/2013	8:21	GEC11	55320	25800	29520	14.76			
52	4/18/2013	8:24	Y53S	55880	26000	29880	14.94			
53	4/18/2013	8:28	VOS1	57920	27120	30800	15.40			
54	4/18/2013	8:31	MG3	53960	23300	30660	15.33			
55	4/18/2013	8:34	F116S	54720	23160	31560	15.78			
56	4/18/2013	8:57	GEC11	54500	25800	28700	14.35			
57	4/18/2013	8:59	Y53S	56460	26000	30460	15.23			
58	4/18/2013	9:08	VOS1	62960	27120	35840	17.92			
59	4/18/2013	9:10	MG3	54880	23300	31580	15.79			
60	4/18/2013	9:15	F116S	51800	23160	28640	14.32			
61	4/18/2013	9:37	Y53S	53440	26000	27440	13.72			
62	4/18/2013	9:39	GEC11	56580	25800	30780	15.39			
63	4/18/2013	9:48	VOS1	61240	27120	34120	17.06			
64	4/18/2013	9:51	MG3	55020	23300	31720	15.86			
65	4/18/2013	9:56	F116S	53400	23160	30240	15.12			
66	4/18/2013	10:13	Y53S	58960	26000	32960	16.48			
67	4/18/2013	10:17	GEC11	57860	25800	32060	16.03			
68	4/18/2013	10:28	VOS1	63500	27120	36380	18.19			
69	4/18/2013	10:32	MG3	54620	23300	31320	15.66			
70	4/18/2013	10:37	F116S	53440	23160	30280	15.14			
71	4/18/2013	10:48	Y53S	60060	26000	34060	17.03			
72	4/18/2013	10:55	GEC11	57800	25800	32000	16.00			
73	4/18/2013	11:08	VOS1	64260	27120	37140	18.57			
74	4/18/2013	11:20	MG3	53280	23300	29980	14.99			
75	4/18/2013	11:26	F116S	55560	23160	32400	16.20			
76	4/18/2013	11:30	Y53S	49180	26000	23180	11.59			
77	4/18/2013	11:34	GEC11	51740	25800	25940	12.97			
78	4/18/2013	11:43	VOS1	64200	27120	37080	18.54			
79	4/18/2013	11:58	MG3	50000	23300	26700	13.35			
80	4/18/2013	12:08	F116S	55800	23160	32640	16.32			
81	4/18/2013	12:16	Y53S	57460	26000	31460	15.73			
82	4/18/2013	12:18	GEC11	53440	25800	27640	13.82			
83	4/18/2013	12:23	VOS1	66180	27120	39060	19.53			
84	4/18/2013	12:42	MG3	50900	23300	27600	13.80			
85	4/18/2013	12:45	F116S	51900	23160	28740	14.37			
86	4/18/2013	12:48	Y53S	53880	26000	27880	13.94			
87	4/18/2013	12:53	GEC11	53920	25800	28120	14.06			
88	4/18/2013	13:03	VOS1	67060	27120	39940	19.97			
89	4/18/2013	13:28	MG3	51060	23300	27760	13.88			
90	4/18/2013	13:36	F116S	55720	23160	32560	16.28			
91	4/18/2013	13:38	Y53S	54500	26000	28500	14.25			
92	4/18/2013	13:43	GEC11	54460	25800	28660	14.33			
93	4/18/2013	13:45	VOS1	64420	27120	37300	18.65			
94	4/18/2013	14:00	MG3	50040	23300	26740	13.37			
95	4/18/2013	15:43	Y53S	53140	26000	27140	13.57			
96	4/18/2013	15:46	GEC11	52880	25800	27080	13.54			
97	4/18/2013	15:48	MG3	53560	23300	30260	15.13			
98	4/18/2013	15:50	VOS1	61980	27120	34860	17.43			
99	4/18/2013	15:57	F116S	55860	23160	32700	16.35			
100	4/18/2013	16:27	Y53S	57360	26000	31360	15.68			

**TABLE C-2**

**PL200141 (NON-HAZARDOUS SOIL – NORTH SHORELINE)**  
 Duwamish Sediment Other Area and Southwest Bank  
 Corrective Measure and Habitat Project  
 Boeing Plant 2  
 Seattle/Tukwila, Washington

NO.	DATE	TIME	TRUCK NO.	GROSS WT.	TARE WT.	NET WT.	TOTAL TONS
				TOTAL CUMULATIVE TONS:			<b>45,586.30</b>
101	4/18/2013	16:33	GEC11	55700	25800	29900	14.95
102	4/18/2013	16:39	VOS1	61540	27120	34420	17.21
103	4/18/2013	16:42	MG3	51180	23300	27880	13.94
104	4/18/2013	16:44	F116S	54200	23160	31040	15.52
105	4/18/2013	17:04	Y53S	55240	26000	29240	14.62
106	4/18/2013	17:06	GEC11	54420	25800	28620	14.31
107	4/18/2013	17:14	MG3	52700	23300	29400	14.70
108	4/18/2013	17:16	VOS1	63620	27120	36500	18.25
109	4/18/2013	17:20	F116S	54760	23160	31600	15.80
110	4/18/2013	17:36	Y53S	56020	26000	30020	15.01
111	4/18/2013	17:40	GEC11	54600	25800	28800	14.40
112	4/18/2013	17:44	MG3	52720	23300	29420	14.71
113	4/19/2013	8:15	Y53S	53320	26000	27320	13.66
114	4/19/2013	8:24	VOS1	63900	27120	36780	18.39
115	4/19/2013	8:31	F116S	53380	23160	30220	15.11
116	4/19/2013	8:36	GEC11	55200	25800	29400	14.70
117	4/19/2013	8:42	MG3	49620	23300	26320	13.16
118	4/19/2013	8:52	Y53S	53520	26000	27520	13.76
119	4/19/2013	8:57	VOS1	62460	27120	35340	17.67
120	4/19/2013	9:09	F116S	55860	23160	32700	16.35
121	4/19/2013	9:10	GEC11	57060	25800	31260	15.63
122	4/19/2013	9:17	MG3	49840	23300	26540	13.27
123	4/19/2013	9:22	Y53S	54460	26000	28460	14.23
124	4/19/2013	9:31	VOS1	62320	27120	35200	17.60
125	4/19/2013	9:42	F116S	58700	23160	35540	17.77
126	4/19/2013	9:44	GEC11	57700	25800	31900	15.95
127	4/19/2013	9:52	MG3	56000	23300	32700	16.35
128	4/19/2013	9:54	Y53S	56500	26000	30500	15.25
129	4/19/2013	10:05	VOS1	61560	27120	34440	17.22
130	4/19/2013	10:16	GEC11	53520	25800	27720	13.86
131	4/19/2013	10:23	F116S	60500	23160	37340	18.67
132	4/19/2013	10:25	MG3	54180	23300	30880	15.44
133	4/19/2013	10:29	Y53S	56120	26000	30120	15.06
134	4/19/2013	10:41	VOS1	64100	27120	36980	18.49
135	4/19/2013	10:48	GEC11	53800	25800	28000	14.00
136	4/19/2013	10:52	F116S	55640	23160	32480	16.24
137	4/19/2013	11:03	MG3	51500	23300	28200	14.10
138	4/19/2013	11:05	Y53S	56100	26000	30100	15.05
139	4/19/2013	11:16	VOS1	64560	27120	37440	18.72
140	4/19/2013	11:19	GEC11	55020	25800	29220	14.61
141	4/19/2013	11:27	F116S	57900	23160	34740	17.37
142	4/19/2013	11:40	MG3	55260	23300	31960	15.98
143	4/19/2013	11:42	Y53S	60160	26000	34160	17.08
144	4/19/2013	11:49	VOS1	65420	27120	38300	19.15
145	4/19/2013	11:51	GEC11	56660	25800	30860	15.43
146	4/19/2013	11:56	F116S	57300	23160	34140	17.07
147	4/19/2013	12:19	MG3	55380	23300	32080	16.04
148	4/19/2013	12:21	Y53S	58080	26000	32080	16.04
149	4/19/2013	12:29	VOS1	61640	27120	34520	17.26
150	4/19/2013	12:31	GEC11	58460	25800	32660	16.33

**TABLE C-2**

**PL200141 (NON-HAZARDOUS SOIL – NORTH SHORELINE)**  
 Duwamish Sediment Other Area and Southwest Bank  
 Corrective Measure and Habitat Project  
 Boeing Plant 2  
 Seattle/Tukwila, Washington

NO.	DATE	TIME	TRUCK NO.	GROSS WT.	TARE WT.	NET WT.	TOTAL TONS			
				<b>TOTAL CUMULATIVE TONS:</b>						<b>45,586.30</b>
151	4/19/2013	12:34	F116S	56940	23160	33780	16.89			
152	4/19/2013	12:56	MG3	54260	23300	30960	15.48			
153	4/19/2013	12:58	Y53S	58740	26000	32740	16.37			
154	4/19/2013	13:04	VOS1	63240	27120	36120	18.06			
155	4/19/2013	13:11	GEC11	54840	25800	29040	14.52			
156	4/19/2013	13:13	F116S	57380	23160	34220	17.11			
157	4/19/2013	13:31	MG3	54700	23300	31400	15.70			
158	4/19/2013	13:33	Y53S	59400	26000	33400	16.70			
159	4/19/2013	13:37	VOS1	63060	27120	35940	17.97			
160	4/19/2013	13:45	GEC11	57640	25800	31840	15.92			
161	4/19/2013	13:47	F116S	55600	23160	32440	16.22			
162	4/19/2013	15:45	Y53S	54360	26000	28360	14.18			
163	4/19/2013	15:50	VOS1	63320	27120	36200	18.10			
164	4/19/2013	15:52	GEC11	56300	25800	30500	15.25			
165	4/19/2013	15:55	MG3	53820	23300	30520	15.26			
166	4/19/2013	15:58	F116S	56880	23160	33720	16.86			
167	4/19/2013	16:17	Y53S	51840	26000	25840	12.92			
168	4/19/2013	16:23	VOS1	62260	27120	35140	17.57			
169	4/19/2013	16:26	GEC11	53960	25800	28160	14.08			
170	4/19/2013	16:28	MG3	53720	23300	30420	15.21			
171	4/19/2013	16:29	F116S	56240	23160	33080	16.54			
172	4/19/2013	16:47	Y53S	53840	26000	27840	13.92			
173	4/19/2013	16:55	VOS1	59940	27120	32820	16.41			
174	4/19/2013	16:57	GEC11	56420	25800	30620	15.31			
175	4/19/2013	16:59	MG3	53820	23300	30520	15.26			
176	4/19/2013	17:03	F116S	55380	23160	32220	16.11			
177	4/19/2013	17:20	Y53S	52980	26000	26980	13.49			
178	4/19/2013	17:30	VOS1	62260	27120	35140	17.57			
179	4/19/2013	17:35	GEC11	57620	25800	31820	15.91			
180	4/19/2013	17:40	MG3	53760	23300	30460	15.23			
181	4/19/2013	17:45	F116S	56400	23160	33240	16.62			
182	4/22/2013	8:20	Y53S	49600	26000	23600	11.80			
183	4/22/2013	8:22	GEC11	54060	25800	28260	14.13			
184	4/22/2013	8:29	F116S	57080	23160	33920	16.96			
185	4/22/2013	8:32	VOS1	60680	27120	33560	16.78			
186	4/22/2013	8:39	R101S	55460	24260	31200	15.60			
187	4/22/2013	8:50	MG3	51460	23300	28160	14.08			
188	4/22/2013	8:56	Y53S	56580	26000	30580	15.29			
189	4/22/2013	8:59	GEC11	54600	25800	28800	14.40			
190	4/22/2013	9:04	F116S	56780	23160	33620	16.81			
191	4/22/2013	9:20	R101S	53680	24260	29420	14.71			
192	4/22/2013	9:29	Y53S	56000	26000	30000	15.00			
193	4/22/2013	9:31	GEC11	55240	25800	29440	14.72			
194	4/22/2013	9:35	MG3	51580	23300	28280	14.14			
195	4/22/2013	9:42	F116S	56640	23160	33480	16.74			
196	4/22/2013	9:56	R101S	55160	24260	30900	15.45			
197	4/22/2013	10:05	Y53S	56380	26000	30380	15.19			
198	4/22/2013	10:12	GEC11	55540	25800	29740	14.87			
199	4/22/2013	10:15	MG3	53280	23300	29980	14.99			
200	4/22/2013	10:18	F116S	57940	23160	34780	17.39			

**TABLE C-2**

**PL200141 (NON-HAZARDOUS SOIL – NORTH SHORELINE)**  
 Duwamish Sediment Other Area and Southwest Bank  
 Corrective Measure and Habitat Project  
 Boeing Plant 2  
 Seattle/Tukwila, Washington

NO.	DATE	TIME	TRUCK NO.	GROSS WT.	TARE WT.	NET WT.	TOTAL TONS			
				<b>TOTAL CUMULATIVE TONS:</b>						<b>45,586.30</b>
201	4/22/2013	10:32	R101S	54880	24260	30620	15.31			
202	4/22/2013	10:39	Y53S	54700	26000	28700	14.35			
203	4/22/2013	10:41	GEC11	56740	25800	30940	15.47			
204	4/22/2013	10:50	MG3	51680	23300	28380	14.19			
205	4/22/2013	10:53	F116S	56360	23160	33200	16.60			
206	4/22/2013	11:07	R101S	57160	24260	32900	16.45			
207	4/22/2013	11:12	Y53S	52320	26000	26320	13.16			
208	4/22/2013	11:16	GEC11	51660	25800	25860	12.93			
209	4/22/2013	11:36	MG3	50020	23300	26720	13.36			
210	4/22/2013	11:40	F116S	58800	23160	35640	17.82			
211	4/22/2013	11:44	R101S	54760	24260	30500	15.25			
212	4/22/2013	11:46	Y53S	54640	26000	28640	14.32			
213	4/22/2013	11:49	GEC11	52680	25800	26880	13.44			
214	4/22/2013	12:08	MG3	52840	23300	29540	14.77			
215	4/22/2013	12:14	F116S	56100	23160	32940	16.47			
216	4/22/2013	12:23	R101S	57740	24260	33480	16.74			
217	4/22/2013	12:25	Y53S	55300	26000	29300	14.65			
218	4/22/2013	12:30	GEC11	55420	25800	29620	14.81			
219	4/22/2013	12:46	MG3	52880	23300	29580	14.79			
220	4/22/2013	12:49	F116S	54240	23160	31080	15.54			
221	4/22/2013	13:01	R101S	56480	24260	32220	16.11			
222	4/22/2013	13:06	Y53S	57160	26000	31160	15.58			
223	4/22/2013	13:08	GEC11	54720	25800	28920	14.46			
224	4/22/2013	13:25	MG3	51000	23300	27700	13.85			
225	4/22/2013	13:27	F116S	56840	23160	33680	16.84			
226	4/22/2013	13:36	R101S	56700	24260	32440	16.22			
227	4/22/2013	13:38	Y53S	56800	26000	30800	15.40			
228	4/22/2013	13:47	GEC11	56740	25800	30940	15.47			
229	4/22/2013	14:04	F116S	55260	23160	32100	16.05			
230	4/22/2013	14:08	R101S	57140	24260	32880	16.44			
231	4/22/2013	15:47	Y53S	54540	26000	28540	14.27			
232	4/22/2013	15:49	GEC11	52980	25800	27180	13.59			
233	4/22/2013	15:58	F116S	55340	23160	32180	16.09			
234	4/22/2013	16:01	R101S	55780	24260	31520	15.76			
235	4/22/2013	16:20	Y53S	55920	26000	29920	14.96			
236	4/22/2013	16:23	GEC11	54220	25800	28420	14.21			
237	4/22/2013	16:31	F116S	56500	23160	33340	16.67			
238	4/22/2013	16:39	R101S	55440	24260	31180	15.59			
239	4/22/2013	16:49	Y53S	55060	26000	29060	14.53			
240	4/22/2013	16:57	GEC11	54040	25800	28240	14.12			
241	4/22/2013	17:02	F116S	59240	23160	36080	18.04			
242	4/22/2013	17:11	R101S	55980	24260	31720	15.86			
243	4/22/2013	17:18	Y53S	55280	26000	29280	14.64			
244	4/22/2013	17:28	GEC11	54920	25800	29120	14.56			
245	4/22/2013	17:31	F116S	57580	23160	34420	17.21			
246	4/22/2013	17:46	R101S	57120	24260	32860	16.43			
247	4/22/2013	17:49	Y53S	54080	26000	28080	14.04			
248	4/23/2013	8:18	VOS1	58680	27120	31560	15.78			
249	4/23/2013	8:20	GEC11	54600	25800	28800	14.40			
250	4/23/2013	8:25	F116S	57720	23160	34560	17.28			

**TABLE C-2**

**PL200141 (NON-HAZARDOUS SOIL – NORTH SHORELINE)**  
 Duwamish Sediment Other Area and Southwest Bank  
 Corrective Measure and Habitat Project  
 Boeing Plant 2  
 Seattle/Tukwila, Washington

NO.	DATE	TIME	TRUCK NO.	GROSS WT.	TARE WT.	NET WT.	TOTAL TONS			
				<b>TOTAL CUMULATIVE TONS:</b>						<b>45,586.30</b>
251	4/23/2013	8:27	MG3	52700	23300	29400	14.70			
252	4/23/2013	8:30	Y53S	53560	26000	27560	13.78			
253	4/23/2013	8:46	R101S	55780	24260	31520	15.76			
254	4/23/2013	8:56	VOS1	58780	27120	31660	15.83			
255	4/23/2013	9:00	GEC11	56120	25800	30320	15.16			
256	4/23/2013	9:04	F116S	63260	23160	40100	20.05			
257	4/23/2013	9:10	MG3	55960	23300	32660	16.33			
258	4/23/2013	9:13	Y53S	55340	26000	29340	14.67			
259	4/23/2013	9:29	R101S	55120	24260	30860	15.43			
260	4/23/2013	9:36	VOS1	61260	27120	34140	17.07			
261	4/23/2013	9:40	GEC11	55880	25800	30080	15.04			
262	4/23/2013	9:42	F116S	56860	23160	33700	16.85			
263	4/23/2013	9:48	MG3	52380	23300	29080	14.54			
264	4/23/2013	9:50	Y53S	55340	26000	29340	14.67			
265	4/23/2013	10:09	R101S	58340	24260	34080	17.04			
266	4/23/2013	10:11	VOS1	57840	27120	30720	15.36			
267	4/23/2013	10:16	GEC11	55240	25800	29440	14.72			
268	4/23/2013	10:21	F116S	57480	23160	34320	17.16			
269	4/23/2013	10:26	MG3	52920	23300	29620	14.81			
270	4/23/2013	10:32	Y53S	56360	26000	30360	15.18			
271	4/23/2013	10:44	R101S	55540	24260	31280	15.64			
272	4/23/2013	10:46	VOS1	60300	27120	33180	16.59			
273	4/23/2013	10:52	GEC11	54360	25800	28560	14.28			
274	4/23/2013	10:59	F116S	58780	23160	35620	17.81			
275	4/23/2013	11:06	MG3	50400	23300	27100	13.55			
276	4/23/2013	11:12	Y53S	54660	26000	28660	14.33			
277	4/23/2013	11:32	R101S	56300	24260	32040	16.02			
278	4/23/2013	11:36	VOS1	63260	27120	36140	18.07			
279	4/23/2013	11:38	GEC11	54260	25800	28460	14.23			
280	4/23/2013	11:43	MG3	52240	23300	28940	14.47			
281	4/23/2013	11:48	F116S	55700	23160	32540	16.27			
282	4/23/2013	11:52	Y53S	53040	26000	27040	13.52			
283	4/23/2013	12:10	R101S	55480	24260	31220	15.61			
284	4/23/2013	12:13	VOS1	59940	27120	32820	16.41			
285	4/23/2013	12:15	GEC11	54120	25800	28320	14.16			
286	4/23/2013	12:25	MG3	51600	23300	28300	14.15			
287	4/23/2013	12:29	F116S	54800	23160	31640	15.82			
288	4/23/2013	12:34	Y53S	55340	26000	29340	14.67			
289	4/23/2013	12:46	R101S	56020	24260	31760	15.88			
290	4/23/2013	12:49	VOS1	63620	27120	36500	18.25			
291	4/23/2013	12:51	GEC11	55580	25800	29780	14.89			
292	4/23/2013	13:02	MG3	53320	23300	30020	15.01			
293	4/23/2013	13:05	F116S	59540	23160	36380	18.19			
294	4/23/2013	13:15	Y53S	55000	26000	29000	14.50			
295	4/23/2013	13:25	R101S	54140	24260	29880	14.94			
296	4/23/2013	13:28	VOS1	62420	27120	35300	17.65			
297	4/23/2013	13:31	GEC11	56680	25800	30880	15.44			
298	4/23/2013	13:45	F116S	60840	23160	37680	18.84			
299	4/23/2013	13:50	MG3	54600	23300	31300	15.65			
300	4/23/2013	13:59	Y53S	56360	26000	30360	15.18			

**TABLE C-2**

**PL200141 (NON-HAZARDOUS SOIL – NORTH SHORELINE)**  
 Duwamish Sediment Other Area and Southwest Bank  
 Corrective Measure and Habitat Project  
 Boeing Plant 2  
 Seattle/Tukwila, Washington

NO.	DATE	TIME	TRUCK NO.	GROSS WT.	TARE WT.	NET WT.	TOTAL TONS			
				<b>TOTAL CUMULATIVE TONS:</b>						<b>45,586.30</b>
301	4/23/2013	14:04	GEC11	56980	25800	31180	15.59			
302	4/23/2013	14:10	VOS1	62680	27120	35560	17.78			
303	4/23/2013	15:45	F116S	55060	23160	31900	15.95			
304	4/23/2013	15:49	VOS1	59980	27120	32860	16.43			
305	4/23/2013	15:51	GEC11	56100	25800	30300	15.15			
306	4/23/2013	15:54	Y53S	58480	26000	32480	16.24			
307	4/23/2013	16:00	MG3	54340	23300	31040	15.52			
308	4/23/2013	16:16	F116S	56800	23160	33640	16.82			
309	4/23/2013	16:21	VOS1	59160	27120	32040	16.02			
310	4/23/2013	16:26	GEC11	54700	25800	28900	14.45			
311	4/23/2013	16:31	Y53S	54280	26000	28280	14.14			
312	4/23/2013	16:35	MG3	53020	23300	29720	14.86			
313	4/23/2013	16:44	F116S	57200	23160	34040	17.02			
314	4/23/2013	16:58	VOS1	63600	27120	36480	18.24			
315	4/23/2013	17:00	GEC11	56740	25800	30940	15.47			
316	4/23/2013	17:05	Y53S	57060	26000	31060	15.53			
317	4/23/2013	17:08	MG3	53420	23300	30120	15.06			
318	4/23/2013	17:13	F116S	57020	23160	33860	16.93			
319	4/23/2013	17:30	VOS1	62360	27120	35240	17.62			
320	4/23/2013	17:33	GEC11	55060	25800	29260	14.63			
321	4/23/2013	17:43	Y53S	54840	26000	28840	14.42			
322	4/24/2013	8:21	GEC11	55740	25800	29940	14.97			
323	4/24/2013	8:24	Y53S	55760	26000	29760	14.88			
324	4/24/2013	8:33	F116S	56120	23160	32960	16.48			
325	4/24/2013	8:36	VOS1	63180	27120	36060	18.03			
326	4/24/2013	8:51	R101S	55320	24260	31060	15.53			
327	4/24/2013	8:59	GEC11	55180	25800	29380	14.69			
328	4/24/2013	9:02	Y53S	53260	26000	27260	13.63			
329	4/24/2013	9:16	VOS1	60240	27120	33120	16.56			
330	4/24/2013	9:19	F116S	57800	23160	34640	17.32			
331	4/24/2013	9:38	R101S	56720	24260	32460	16.23			
332	4/24/2013	9:41	MG3	53120	23300	29820	14.91			
333	4/24/2013	9:44	GEC11	56620	25800	30820	15.41			
334	4/24/2013	9:46	Y53S	56000	26000	30000	15.00			
335	4/24/2013	9:57	VOS1	64280	27120	37160	18.58			
336	4/24/2013	10:08	F116S	57300	23160	34140	17.07			
337	4/24/2013	10:25	R101S	55960	24260	31700	15.85			
338	4/24/2013	10:27	MG3	51800	23300	28500	14.25			
339	4/24/2013	10:35	GEC11	56960	25800	31160	15.58			
340	4/24/2013	10:38	Y53S	55900	26000	29900	14.95			
341	4/24/2013	10:43	VOS1	64780	27120	37660	18.83			
342	4/24/2013	10:46	F116S	56520	23160	33360	16.68			
343	4/24/2013	11:17	R101S	54740	24260	30480	15.24			
344	4/24/2013	11:19	MG3	53300	23300	30000	15.00			
345	4/24/2013	11:21	GEC11	56920	25800	31120	15.56			
346	4/24/2013	11:32	F116S	58720	23160	35560	17.78			
347	4/24/2013	11:39	Y53S	53120	26000	27120	13.56			
348	4/24/2013	11:41	VOS1	64820	27120	37700	18.85			
349	4/24/2013	11:58	R101S	56460	24260	32200	16.10			
350	4/24/2013	12:01	GEC11	57340	25800	31540	15.77			

**TABLE C-2**

**PL200141 (NON-HAZARDOUS SOIL – NORTH SHORELINE)**  
 Duwamish Sediment Other Area and Southwest Bank  
 Corrective Measure and Habitat Project  
 Boeing Plant 2  
 Seattle/Tukwila, Washington

NO.	DATE	TIME	TRUCK NO.	GROSS WT.	TARE WT.	NET WT.	TOTAL TONS			
				<b>TOTAL CUMULATIVE TONS:</b>						<b>45,586.30</b>
351	4/24/2013	12:05	MG3	53180	23300	29880	14.94			
352	4/24/2013	12:15	F116S	58080	23160	34920	17.46			
353	4/24/2013	12:23	Y53S	55120	26000	29120	14.56			
354	4/24/2013	12:25	VOS1	65220	27120	38100	19.05			
355	4/24/2013	12:35	R101S	55740	24260	31480	15.74			
356	4/24/2013	12:43	GEC11	56520	25800	30720	15.36			
357	4/24/2013	12:46	MG3	52220	23300	28920	14.46			
358	4/24/2013	12:56	F116S	56720	23160	33560	16.78			
359	4/24/2013	13:04	Y53S	55680	26000	29680	14.84			
360	4/24/2013	13:09	VOS1	60320	27120	33200	16.60			
361	4/24/2013	13:29	R101S	57100	24260	32840	16.42			
362	4/24/2013	13:36	GEC11	55700	25800	29900	14.95			
363	4/24/2013	13:39	MG3	54600	23300	31300	15.65			
364	4/24/2013	13:50	F116S	57420	23160	34260	17.13			
365	4/24/2013	13:54	Y53S	58400	26000	32400	16.20			
366	4/24/2013	13:56	VOS1	60000	27120	32880	16.44			
367	4/24/2013	14:19	MG3	55360	23300	32060	16.03			
368	4/24/2013	15:30	GEC11	57160	25800	31360	15.68			
369	4/24/2013	15:45	Y53S	60120	26000	34120	17.06			
370	4/24/2013	15:52	VOS1	62180	27120	35060	17.53			
371	4/24/2013	16:00	MG3	54040	23300	30740	15.37			
372	4/24/2013	16:07	R101S	56860	24260	32600	16.30			
373	4/24/2013	16:10	F116S	55160	23160	32000	16.00			
374	4/24/2013	16:11	GEC11	57660	25800	31860	15.93			
375	4/24/2013	16:23	Y53S	58240	26000	32240	16.12			
376	4/24/2013	16:29	VOS1	62520	27120	35400	17.70			
377	4/24/2013	16:40	MG3	55300	23300	32000	16.00			
378	4/24/2013	16:43	R101S	56440	24260	32180	16.09			
379	4/24/2013	16:45	F116S	55660	23160	32500	16.25			
380	4/24/2013	16:47	GEC11	56800	25800	31000	15.50			
381	4/24/2013	17:01	Y53S	56220	26000	30220	15.11			
382	4/24/2013	17:03	VOS1	59760	27120	32640	16.32			
383	4/24/2013	17:18	MG3	55020	23300	31720	15.86			
384	4/24/2013	17:21	R101S	57320	24260	33060	16.53			
385	4/24/2013	17:24	F116S	55460	23160	32300	16.15			
386	4/24/2013	17:26	GEC11	55920	25800	30120	15.06			
387	4/24/2013	17:31	Y53S	55880	26000	29880	14.94			
388	4/24/2013	17:34	VOS1	57920	27120	30800	15.40			
389	4/25/2013	8:20	Y53S	55300	26000	29300	14.65			
390	4/25/2013	8:25	GEC11	57980	25800	32180	16.09			
391	4/25/2013	8:31	F116S	60400	23160	37240	18.62			
392	4/25/2013	8:33	MG3	54520	23300	31220	15.61			
393	4/25/2013	8:36	VOS1	63200	27120	36080	18.04			
394	4/25/2013	9:13	R101S	56380	24260	32120	16.06			
395	4/25/2013	9:16	Y53S	55520	26000	29520	14.76			
396	4/25/2013	9:18	GEC11	55200	25800	29400	14.70			
397	4/25/2013	9:25	MG3	54640	23300	31340	15.67			
398	4/25/2013	9:27	VOS1	62260	27120	35140	17.57			
399	4/25/2013	9:30	F116S	55120	23160	31960	15.98			
400	4/25/2013	10:00	R101S	54120	24260	29860	14.93			

**TABLE C-2**

**PL200141 (NON-HAZARDOUS SOIL – NORTH SHORELINE)**  
 Duwamish Sediment Other Area and Southwest Bank  
 Corrective Measure and Habitat Project  
 Boeing Plant 2  
 Seattle/Tukwila, Washington

NO.	DATE	TIME	TRUCK NO.	GROSS WT.	TARE WT.	NET WT.	TOTAL TONS			
				<b>TOTAL CUMULATIVE TONS:</b>						<b>45,586.30</b>
401	4/25/2013	10:03	Y53S	54840	26000	28840	14.42			
402	4/25/2013	10:07	GEC11	56720	25800	30920	15.46			
403	4/25/2013	10:13	F116S	61160	23160	38000	19.00			
404	4/25/2013	10:16	MG3	56220	23300	32920	16.46			
405	4/25/2013	10:20	VOS1	63380	27120	36260	18.13			
406	4/25/2013	10:33	R101S	56680	24260	32420	16.21			
407	4/25/2013	10:38	GEC11	54280	25800	28480	14.24			
408	4/25/2013	10:43	Y53S	57320	26000	31320	15.66			
409	4/25/2013	10:54	F116S	58380	23160	35220	17.61			
410	4/25/2013	10:56	MG3	51760	23300	28460	14.23			
411	4/25/2013	10:58	VOS1	62340	27120	35220	17.61			
412	4/25/2013	11:11	R101S	57200	24260	32940	16.47			
413	4/25/2013	11:26	GEC11	54380	25800	28580	14.29			
414	4/25/2013	11:30	Y53S	53280	26000	27280	13.64			
415	4/25/2013	11:35	F116S	57560	23160	34400	17.20			
416	4/25/2013	11:42	MG3	54140	23300	30840	15.42			
417	4/25/2013	11:44	VOS1	63580	27120	36460	18.23			
418	4/25/2013	11:51	R101S	56460	24260	32200	16.10			
419	4/25/2013	11:56	GEC11	54980	25800	29180	14.59			
420	4/25/2013	12:13	Y53S	55980	26000	29980	14.99			
421	4/25/2013	12:16	F116S	55640	23160	32480	16.24			
422	4/25/2013	12:22	MG3	52120	23300	28820	14.41			
423	4/25/2013	12:24	VOS1	63160	27120	36040	18.02			
424	4/25/2013	12:32	R101S	57040	24260	32780	16.39			
425	4/25/2013	12:36	GEC11	53020	25800	27220	13.61			
426	4/25/2013	12:44	F116S	55480	23160	32320	16.16			
427	4/25/2013	12:52	Y53S	55820	26000	29820	14.91			
428	4/25/2013	13:02	MG3	54480	23300	31180	15.59			
429	4/25/2013	13:07	VOS1	63740	27120	36620	18.31			
430	4/25/2013	13:09	R101S	55680	24260	31420	15.71			
431	4/25/2013	13:13	GEC11	56080	25800	30280	15.14			
432	4/25/2013	13:23	F116S	58460	23160	35300	17.65			
433	4/25/2013	13:41	MG3	54180	23300	30880	15.44			
434	4/25/2013	13:45	Y53S	55600	26000	29600	14.80			
435	4/25/2013	13:48	VOS1	62900	27120	35780	17.89			
436	4/25/2013	13:50	R101S	58360	24260	34100	17.05			
437	4/25/2013	13:52	GEC11	52300	25800	26500	13.25			
438	4/26/2013	8:25	MG3	46640	23300	23340	11.67			
439	4/26/2013	8:31	GEC11	47880	25800	22080	11.04			
440	4/26/2013	8:36	VOS1	61900	27120	34780	17.39			
441	4/26/2013	8:40	F116S	53240	23160	30080	15.04			
442	4/26/2013	8:45	R101S	56880	24260	32620	16.31			
443	4/26/2013	9:09	MG3	52440	23300	29140	14.57			
444	4/26/2013	9:11	GEC11	51620	25800	25820	12.91			
445	4/26/2013	9:16	VOS1	66380	27120	39260	19.63			
446	4/26/2013	9:20	F116S	55580	23160	32420	16.21			
447	4/26/2013	9:25	R101S	58420	24260	34160	17.08			
448	4/26/2013	9:46	MG3	53440	23300	30140	15.07			
449	4/26/2013	9:48	GEC11	56320	25800	30520	15.26			
450	4/26/2013	9:54	VOS1	55860	27120	28740	14.37			

**TABLE C-2**

**PL200141 (NON-HAZARDOUS SOIL – NORTH SHORELINE)**  
 Duwamish Sediment Other Area and Southwest Bank  
 Corrective Measure and Habitat Project  
 Boeing Plant 2  
 Seattle/Tukwila, Washington

NO.	DATE	TIME	TRUCK NO.	GROSS WT.	TARE WT.	NET WT.	TOTAL TONS			
				<b>TOTAL CUMULATIVE TONS:</b>						<b>45,586.30</b>
451	4/26/2013	9:57	F116S	55360	23160	32200	16.10			
452	4/26/2013	10:01	R101S	57040	24260	32780	16.39			
453	4/26/2013	10:24	MG3	52620	23300	29320	14.66			
454	4/26/2013	10:26	GEC11	53800	25800	28000	14.00			
455	4/26/2013	10:30	VOS1	59060	27120	31940	15.97			
456	4/26/2013	10:34	F116S	54080	23160	30920	15.46			
457	4/26/2013	10:38	R101S	56560	24260	32300	16.15			
458	4/26/2013	10:56	GEC11	53200	25800	27400	13.70			
459	4/26/2013	10:59	MG3	52200	23300	28900	14.45			
460	4/26/2013	11:03	VOS1	62060	27120	34940	17.47			
461	4/26/2013	11:08	F116S	56200	23160	33040	16.52			
462	4/26/2013	11:13	R101S	56440	24260	32180	16.09			
463	4/26/2013	11:28	GEC11	58100	25800	32300	16.15			
464	4/26/2013	11:33	MG3	53160	23300	29860	14.93			
465	4/26/2013	11:36	VOS1	62940	27120	35820	17.91			
466	4/26/2013	11:49	F116S	59920	23160	36760	18.38			
467	4/26/2013	11:51	Y53S	57700	26000	31700	15.85			
468	4/26/2013	11:58	R101S	56760	24260	32500	16.25			
469	4/26/2013	12:00	GEC11	52920	25800	27120	13.56			
470	4/26/2013	12:11	MG3	53200	23300	29900	14.95			
471	4/26/2013	12:16	VOS1	64760	27120	37640	18.82			
472	4/26/2013	12:20	F116S	59440	23160	36280	18.14			
473	4/26/2013	12:26	Y53S	53300	26000	27300	13.65			
474	4/26/2013	12:33	R101S	57240	24260	32980	16.49			
475	4/26/2013	12:35	GEC11	53660	25800	27860	13.93			
476	4/26/2013	12:44	MG3	54040	23300	30740	15.37			
477	4/26/2013	12:51	VOS1	60000	27120	32880	16.44			
478	4/26/2013	12:53	F116S	56800	23160	33640	16.82			
479	4/26/2013	13:02	Y53S	57360	26000	31360	15.68			
480	4/26/2013	13:05	R101S	55960	24260	31700	15.85			
481	4/26/2013	13:08	GEC11	56120	25800	30320	15.16			
482	4/26/2013	13:19	MG3	51540	23300	28240	14.12			
483	4/26/2013	13:24	VOS1	60040	27120	32920	16.46			
484	4/26/2013	13:28	F116S	56500	23160	33340	16.67			
485	4/26/2013	13:42	Y53S	54100	26000	28100	14.05			
486	4/26/2013	13:44	R101S	56460	24260	32200	16.10			
487	4/26/2013	13:46	GEC11	55720	25800	29920	14.96			
488	4/26/2013	13:52	MG3	52380	23300	29080	14.54			
489	4/26/2013	13:57	VOS1	60580	27120	33460	16.73			
490	4/26/2013	15:49	Y53S	54680	26000	28680	14.34			
491	4/26/2013	15:51	VOS1	56780	27120	29660	14.83			
492	4/26/2013	15:56	F116S	56420	23160	33260	16.63			
493	4/26/2013	16:00	MG3	50760	23300	27460	13.73			
494	4/26/2013	16:04	GEC11	52000	25800	26200	13.10			
495	4/26/2013	16:06	R101S	56300	24260	32040	16.02			
496	4/26/2013	16:26	Y53S	55500	26000	29500	14.75			
497	4/26/2013	16:34	VOS1	61380	27120	34260	17.13			
498	4/26/2013	16:37	F116S	54860	23160	31700	15.85			
499	4/26/2013	16:39	MG3	52140	23300	28840	14.42			
500	4/26/2013	16:41	GEC11	53840	25800	28040	14.02			

**TABLE C-2**

**PL200141 (NON-HAZARDOUS SOIL – NORTH SHORELINE)**  
 Duwamish Sediment Other Area and Southwest Bank  
 Corrective Measure and Habitat Project  
 Boeing Plant 2  
 Seattle/Tukwila, Washington

NO.	DATE	TIME	TRUCK NO.	GROSS WT.	TARE WT.	NET WT.	TOTAL TONS			
				<b>TOTAL CUMULATIVE TONS:</b>						<b>45,586.30</b>
501	4/26/2013	16:43	R101S	56740	24260	32480	16.24			
502	4/26/2013	17:05	Y53S	53840	26000	27840	13.92			
503	4/26/2013	17:07	VOS1	55840	27120	28720	14.36			
504	4/26/2013	17:10	F116S	56220	23160	33060	16.53			
505	4/26/2013	17:15	MG3	51640	23300	28340	14.17			
506	4/26/2013	17:17	GEC11	54460	25800	28660	14.33			
507	4/26/2013	17:19	R101S	55860	24260	31600	15.80			
508	4/29/2013	8:18	Y53S	53680	26000	27680	13.84			
509	4/29/2013	8:25	GEC11	56640	25800	30840	15.42			
510	4/29/2013	8:28	F116S	57580	23160	34420	17.21			
511	4/29/2013	8:33	VOS1	60080	27120	32960	16.48			
512	4/29/2013	8:36	MG3	54120	23300	30820	15.41			
513	4/29/2013	8:46	R101S	58520	24260	34260	17.13			
514	4/29/2013	8:57	Y53S	54560	26000	28560	14.28			
515	4/29/2013	8:59	GEC11	54480	25800	28680	14.34			
516	4/29/2013	9:01	F116S	55280	23160	32120	16.06			
517	4/29/2013	9:07	VOS1	60520	27120	33400	16.70			
518	4/29/2013	9:15	MG3	46800	23300	23500	11.75			
519	4/29/2013	9:23	R101S	55020	24260	30760	15.38			
520	4/29/2013	9:29	Y53S	53660	26000	27660	13.83			
521	4/29/2013	9:31	GEC11	51720	25800	25920	12.96			
522	4/29/2013	9:36	F116S	58980	23160	35820	17.91			
523	4/29/2013	9:40	VOS1	62580	27120	35460	17.73			
524	4/29/2013	9:52	MG3	52880	23300	29580	14.79			
525	4/29/2013	9:55	R101S	57680	24260	33420	16.71			
526	4/29/2013	10:01	Y53S	54000	26000	28000	14.00			
527	4/29/2013	10:07	GEC11	56580	25800	30780	15.39			
528	4/29/2013	10:09	F116S	57400	23160	34240	17.12			
529	4/29/2013	10:14	VOS1	64420	27120	37300	18.65			
530	4/29/2013	10:28	MG3	51820	23300	28520	14.26			
531	4/29/2013	10:31	R101S	57940	24260	33680	16.84			
532	4/29/2013	10:36	Y53S	55300	26000	29300	14.65			
533	4/29/2013	10:39	GEC11	53380	25800	27580	13.79			
534	4/29/2013	10:41	F116S	59780	23160	36620	18.31			
535	4/29/2013	10:50	VOS1	60020	27120	32900	16.45			
536	4/29/2013	11:01	MG3	53660	23300	30360	15.18			
537	4/29/2013	11:04	R101S	56620	24260	32360	16.18			
538	4/29/2013	11:10	Y53S	51920	26000	25920	12.96			
539	4/29/2013	11:13	GEC11	53300	25800	27500	13.75			
540	4/29/2013	11:21	F116S	56720	23160	33560	16.78			
541	4/29/2013	11:23	VOS1	69660	27120	42540	21.27			
542	5/3/2013	8:21	GEC11	51940	25800	26140	13.07			
543	5/3/2013	8:28	GEC10S	53840	24160	29680	14.84			
544	5/3/2013	8:37	MG3	52260	23300	28960	14.48			
545	5/3/2013	8:41	O06	56060	26320	29740	14.87			
546	5/3/2013	8:44	VOS1	57820	27120	30700	15.35			
547	5/3/2013	8:53	F116	55640	23160	32480	16.24			
548	5/3/2013	8:56	GEC11	56800	25800	31000	15.50			
549	5/3/2013	9:14	GEC10	58320	24160	34160	17.08			
550	5/3/2013	9:17	O06	55600	26320	29280	14.64			

**TABLE C-2**

**PL200141 (NON-HAZARDOUS SOIL – NORTH SHORELINE)**  
 Duwamish Sediment Other Area and Southwest Bank  
 Corrective Measure and Habitat Project  
 Boeing Plant 2  
 Seattle/Tukwila, Washington

NO.	DATE	TIME	TRUCK NO.	GROSS WT.	TARE WT.	NET WT.	TOTAL TONS			
				<b>TOTAL CUMULATIVE TONS:</b>						<b>45,586.30</b>
551	5/3/2013	9:25	MG3	54080	23300	30780	15.39			
552	5/3/2013	9:30	VOS1	66020	27120	38900	19.45			
553	5/3/2013	9:34	GEC11	58400	25800	32600	16.30			
554	5/3/2013	9:37	F116S	57680	23160	34520	17.26			
555	5/3/2013	9:54	GEC10S	54880	24160	30720	15.36			
556	5/3/2013	10:04	O06	57100	26320	30780	15.39			
557	5/3/2013	10:10	VOS1	59500	27120	32380	16.19			
558	5/3/2013	10:12	MG3	53060	23300	29760	14.88			
559	5/3/2013	10:15	GEC11	51740	25800	25940	12.97			
560	5/3/2013	10:17	F116S	56460	23160	33300	16.65			
561	5/3/2013	10:30	GEC10S	53480	24160	29320	14.66			
562	5/3/2013	10:37	O06	55420	26320	29100	14.55			
563	5/3/2013	10:47	VOS1	62180	27120	35060	17.53			
564	5/3/2013	10:49	F116S	58540	23160	35380	17.69			
565	5/3/2013	10:51	GEC11	56660	25800	30860	15.43			
566	5/3/2013	10:54	MG3	52140	23300	28840	14.42			
567	5/3/2013	11:07	K4S	52680	23960	28720	14.36			
568	5/3/2013	11:10	GEC10S	56200	24160	32040	16.02			
569	5/3/2013	11:19	O06	57180	26320	30860	15.43			
570	5/3/2013	11:22	VOS1	58300	27120	31180	15.59			
571	5/3/2013	11:24	F116S	56620	23160	33460	16.73			
572	5/3/2013	11:27	GEC11	54820	25800	29020	14.51			
573	5/3/2013	11:37	MG3	54340	23300	31040	15.52			
574	5/3/2013	11:50	GEC10S	54180	24160	30020	15.01			
575	5/3/2013	11:52	K4S	55340	23960	31380	15.69			
576	5/3/2013	12:00	VOS1	62380	27120	35260	17.63			
577	5/3/2013	12:03	O06	56860	26320	30540	15.27			
578	5/3/2013	12:05	F116S	58260	23160	35100	17.55			
579	5/3/2013	12:08	GEC11	53340	25800	27540	13.77			
580	5/9/2013	8:23	VOS1	65580	27120	38460	19.23			
581	5/9/2013	8:28	O06	59000	26320	32680	16.34			
582	5/9/2013	8:34	Y53S	61500	26000	35500	17.75			
583	5/9/2013	8:45	MG1S	53720	24640	29080	14.54			
584	5/9/2013	8:49	F116S	61060	23160	37900	18.95			
585	5/9/2013	9:13	O06	53880	26320	27560	13.78			
586	5/9/2013	9:19	VOS1	56280	27120	29160	14.58			
587	5/9/2013	9:29	MG1S	50640	24640	26000	13.00			
588	5/9/2013	9:32	F116S	53680	23160	30520	15.26			
589	5/9/2013	9:54	O06	55820	26320	29500	14.75			
590	5/9/2013	9:56	VOS1	56800	27120	29680	14.84			
591	5/9/2013	10:06	F116S	54540	23160	31380	15.69			
592	5/9/2013	10:14	MG1S	54080	24640	29440	14.72			
593	5/9/2013	10:32	VOS1	57920	27120	30800	15.40			
594	5/9/2013	10:38	O06	55980	26320	29660	14.83			
595	5/9/2013	10:46	F116S	55520	23160	32360	16.18			
596	5/9/2013	10:50	MG1S	53860	24640	29220	14.61			
597	5/9/2013	11:05	VOS1	62380	27120	35260	17.63			
598	5/9/2013	11:08	Y53S	55660	26000	29660	14.83			
599	5/9/2013	11:15	O06	56360	26320	30040	15.02			
600	5/9/2013	11:27	F116S	55100	23160	31940	15.97			

TABLE C-2

**PL200141 (NON-HAZARDOUS SOIL – NORTH SHORELINE)**  
 Duwamish Sediment Other Area and Southwest Bank  
 Corrective Measure and Habitat Project  
 Boeing Plant 2  
 Seattle/Tukwila, Washington

NO.	DATE	TIME	TRUCK NO.	GROSS WT.	TARE WT.	NET WT.	TOTAL TONS			
				<b>TOTAL CUMULATIVE TONS:</b>						<b>45,586.30</b>
601	5/9/2013	11:32	MG1S	51300	24640	26660	13.33			
602	5/9/2013	11:40	VOS1	58080	27120	30960	15.48			
603	5/9/2013	11:46	Y53S	56360	26000	30360	15.18			
604	5/9/2013	11:57	O06	56100	26320	29780	14.89			
605	5/9/2013	12:03	F116S	54160	23160	31000	15.50			
606	5/9/2013	12:11	MG1S	53000	24640	28360	14.18			
607	5/9/2013	12:13	VOS1	60840	27120	33720	16.86			
608	5/9/2013	12:29	Y53S	55320	26000	29320	14.66			
609	5/9/2013	12:36	O06	53900	26320	27580	13.79			
610	5/9/2013	12:44	F116S	53840	23160	30680	15.34			
611	5/9/2013	12:47	MG1S	53360	24640	28720	14.36			
612	5/9/2013	12:49	VOS1	57640	27120	30520	15.26			
613	5/9/2013	13:06	Y53S	53360	26000	27360	13.68			
614	5/9/2013	13:12	O06	54400	26320	28080	14.04			
615	5/9/2013	13:20	MG1S	53060	24640	28420	14.21			
616	5/9/2013	13:23	F116S	54220	23160	31060	15.53			
617	5/9/2013	13:27	VOS1	62000	27120	34880	17.44			
618	5/9/2013	13:43	Y53S	57160	26000	31160	15.58			
619	5/9/2013	13:48	O06	56320	26320	30000	15.00			
620	5/9/2013	14:01	MG1S	52000	24640	27360	13.68			
621	5/9/2013	14:09	F116S	53480	23160	30320	15.16			
622	5/9/2013	14:11	VOS1	61020	27120	33900	16.95			
623	5/9/2013	15:44	O06	56780	26320	30460	15.23			
624	5/9/2013	15:51	GJR1S	55980	26880	29100	14.55			
625	5/9/2013	15:54	VOS1	60620	27120	33500	16.75			
626	5/9/2013	15:57	MG1S	54220	24640	29580	14.79			
627	5/9/2013	15:59	F116S	54180	23160	31020	15.51			
628	5/9/2013	16:21	O06	54220	26320	27900	13.95			
629	5/9/2013	16:28	MG1S	53780	24640	29140	14.57			
630	5/9/2013	16:30	GJR1S	58300	26880	31420	15.71			
631	5/9/2013	16:36	VOS1	62800	27120	35680	17.84			
632	5/9/2013	16:39	F116S	57840	23160	34680	17.34			
633	5/9/2013	16:42	Y53S	56420	26000	30420	15.21			
634	5/9/2013	16:57	O06	56080	26320	29760	14.88			
635	5/9/2013	17:03	MG1S	53540	24640	28900	14.45			
636	5/9/2013	17:06	GJR1S	58260	26880	31380	15.69			
637	5/9/2013	17:11	VOS1	63240	27120	36120	18.06			
638	5/9/2013	17:16	Y53S	56320	26000	30320	15.16			
639	5/9/2013	17:18	F116S	55480	23160	32320	16.16			
640	5/10/2013	8:27	Y53S	54800	26000	28800	14.40			
641	5/10/2013	8:33	T007S	56660	27580	29080	14.54			
642	5/10/2013	8:37	VOS1	60640	27120	33520	16.76			
643	5/10/2013	8:41	O06	54380	26320	28060	14.03			
644	5/10/2013	8:44	F116S	53860	23160	30700	15.35			
645	5/10/2013	8:53	MG1S	53720	24640	29080	14.54			
646	5/10/2013	9:13	Y53S	57460	26000	31460	15.73			
647	5/10/2013	9:20	VOS1	60900	27120	33780	16.89			
648	5/10/2013	9:22	T007S	57460	27580	29880	14.94			
649	5/10/2013	9:28	F116S	54020	23160	30860	15.43			
650	5/10/2013	9:31	O06	57040	26320	30720	15.36			

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 Duwamish Sediment Other Area and Southwest Bank  
 Corrective Measure and Habitat Project  
 Boeing Plant 2  
 Seattle/Tukwila, Washington

NO.	DATE	TIME	TRUCK NO.	GROSS WT.	TARE WT.	NET WT.	TOTAL TONS			
				<b>TOTAL CUMULATIVE TONS:</b>						<b>45,586.30</b>
651	5/10/2013	9:33	MG1S	53580	24640	28940	14.47			
652	5/10/2013	9:53	Y53S	58040	26000	32040	16.02			
653	5/10/2013	10:00	VOS1	62400	27120	35280	17.64			
654	5/10/2013	10:02	T007S	55520	27580	27940	13.97			
655	5/10/2013	10:05	F116S	58380	23160	35220	17.61			
656	5/10/2013	10:11	O06	55500	26320	29180	14.59			
657	5/10/2013	10:14	MG1S	51680	24640	27040	13.52			
658	5/10/2013	10:31	Y53S	55720	26000	29720	14.86			
659	5/10/2013	10:35	VOS1	60440	27120	33320	16.66			
660	5/10/2013	10:38	T007S	56280	27580	28700	14.35			
661	5/10/2013	10:40	F116S	52020	23160	28860	14.43			
662	5/10/2013	10:59	O06	55160	26320	28840	14.42			
663	5/10/2013	11:06	MG1S	53900	24640	29260	14.63			
664	5/10/2013	11:15	Y53S	55280	26000	29280	14.64			
665	5/10/2013	11:18	VOS1	61560	27120	34440	17.22			
666	5/10/2013	11:23	T007S	57380	27580	29800	14.90			
667	5/10/2013	11:28	F116S	54180	23160	31020	15.51			
668	5/10/2013	11:32	O06	56200	26320	29880	14.94			
669	5/10/2013	11:39	MG1S	52720	24640	28080	14.04			
670	5/10/2013	11:54	Y53S	60400	26000	34400	17.20			
671	5/10/2013	11:56	VOS1	60760	27120	33640	16.82			
672	5/10/2013	12:03	T007S	57100	27580	29520	14.76			
673	5/10/2013	12:05	F116S	61660	23160	38500	19.25			
674	5/10/2013	12:08	O06	53860	26320	27540	13.77			
675	5/10/2013	12:14	MG1S	54400	24640	29760	14.88			
676	5/10/2013	12:29	Y53S	54820	26000	28820	14.41			
677	5/10/2013	12:32	VOS1	62760	27120	35640	17.82			
678	5/10/2013	12:36	T007S	58600	27580	31020	15.51			
679	5/10/2013	12:40	F116S	56440	23160	33280	16.64			
680	5/10/2013	12:50	MG1S	54600	24640	29960	14.98			
681	5/10/2013	12:53	O06	57160	26320	30840	15.42			
682	5/10/2013	13:11	Y53S	57000	26000	31000	15.50			
683	5/10/2013	13:14	VOS1	64460	27120	37340	18.67			
684	5/10/2013	13:17	T007S	60020	27580	32440	16.22			
685	5/10/2013	13:19	F116S	57320	23160	34160	17.08			
686	5/10/2013	13:25	MG1S	52880	24640	28240	14.12			
687	5/10/2013	13:32	O06	57920	26320	31600	15.80			
688	5/10/2013	13:49	Y53S	53880	26000	27880	13.94			
689	5/10/2013	13:51	VOS1	62180	27120	35060	17.53			
690	5/10/2013	13:57	T007S	56480	27580	28900	14.45			
691	5/10/2013	14:00	F116S	56660	23160	33500	16.75			
692	5/10/2013	14:02	MG1S	55660	24640	31020	15.51			
693	5/10/2013	14:04	O06	58380	26320	32060	16.03			
694	5/10/2013	15:46	Y53S	55560	26000	29560	14.78			
695	5/10/2013	15:49	T007S	57320	27580	29740	14.87			
696	5/10/2013	15:53	VOS1	62960	27120	35840	17.92			
697	5/10/2013	15:55	MG1S	54720	24640	30080	15.04			
698	5/10/2013	15:58	O06	56720	26320	30400	15.20			
699	5/10/2013	16:01	F116S	54100	23160	30940	15.47			
700	5/10/2013	16:24	Y53S	55520	26000	29520	14.76			

**TABLE C-2**

**PL200141 (NON-HAZARDOUS SOIL – NORTH SHORELINE)**  
 Duwamish Sediment Other Area and Southwest Bank  
 Corrective Measure and Habitat Project  
 Boeing Plant 2  
 Seattle/Tukwila, Washington

NO.	DATE	TIME	TRUCK NO.	GROSS WT.	TARE WT.	NET WT.	TOTAL TONS			
				<b>TOTAL CUMULATIVE TONS:</b>						<b>45,586.30</b>
701	5/10/2013	16:26	T007S	52320	27580	24740	12.37			
702	5/10/2013	16:31	VOS1	61600	27120	34480	17.24			
703	5/10/2013	16:36	MG1S	50820	24640	26180	13.09			
704	5/10/2013	16:38	O06	54140	26320	27820	13.91			
705	5/10/2013	16:43	F116S	54980	23160	31820	15.91			
706	5/10/2013	17:00	Y53S	56320	26000	30320	15.16			
707	5/10/2013	17:04	T007S	56060	27580	28480	14.24			
708	5/10/2013	17:06	VOS1	60340	27120	33220	16.61			
709	5/10/2013	17:11	MG1S	49180	24640	24540	12.27			
710	5/10/2013	17:16	O06	55960	26320	29640	14.82			
711	5/11/2013	8:12	VOS1	58640	27120	31520	15.76			
712	5/11/2013	8:17	GEC11	52820	25800	27020	13.51			
713	5/11/2013	8:22	GJR1S	57840	26880	30960	15.48			
714	5/11/2013	8:43	VOS1	60800	27120	33680	16.84			
715	5/11/2013	8:47	GEC11	55520	25800	29720	14.86			
716	5/11/2013	9:00	GJR1S	59280	26880	32400	16.20			
717	5/11/2013	9:14	VOS1	60520	27120	33400	16.70			
718	5/11/2013	9:20	GEC11	53880	25800	28080	14.04			
719	5/11/2013	9:36	GJR1S	59160	26880	32280	16.14			
720	5/11/2013	9:42	VOS1	64620	27120	37500	18.75			
721	5/11/2013	9:50	GEC11	53800	25800	28000	14.00			
722	5/11/2013	10:07	GJR1S	55260	26880	28380	14.19			
723	5/11/2013	10:13	VOS1	60720	27120	33600	16.80			
724	5/11/2013	10:23	GEC11	53620	25800	27820	13.91			
725	5/11/2013	10:37	GJR1S	56480	26880	29600	14.80			
726	5/11/2013	10:44	VOS1	59700	27120	32580	16.29			
727	5/11/2013	10:51	GEC11	55900	25800	30100	15.05			
728	5/11/2013	11:09	GJR1S	57740	26880	30860	15.43			
729	5/11/2013	11:16	VOS1	59380	27120	32260	16.13			
730	5/11/2013	11:20	GEC11	56880	25800	31080	15.54			
731	5/11/2013	11:41	GJR1S	60000	26880	33120	16.56			
732	5/13/2013	9:23	T007S	54100	27580	26520	13.26			
733	5/13/2013	9:29	Y53S	56680	26000	30680	15.34			
734	5/13/2013	9:32	MG1S	53680	24640	29040	14.52			
735	5/13/2013	9:37	GJR1S	57500	26880	30620	15.31			
736	5/13/2013	9:41	F116S	53600	23160	30440	15.22			
737	5/13/2013	10:01	T007S	57140	27580	29560	14.78			
738	5/13/2013	10:07	Y53S	57260	26000	31260	15.63			
739	5/13/2013	10:11	MG1S	56940	24640	32300	16.15			
740	5/13/2013	10:23	GJR1S	59500	26880	32620	16.31			
741	5/13/2013	10:29	F116S	52920	23160	29760	14.88			
742	5/13/2013	10:53	T007S	61580	27580	34000	17.00			
743	5/13/2013	10:56	Y53S	58840	26000	32840	16.42			
744	5/13/2013	10:58	MG1S	56980	24640	32340	16.17			
745	5/13/2013	11:00	GJR1S	58200	26880	31320	15.66			
746	5/13/2013	11:07	F116S	56920	23160	33760	16.88			
747	5/13/2013	11:28	T007S	56780	27580	29200	14.60			
748	5/13/2013	11:31	Y53S	56920	26000	30920	15.46			
749	5/13/2013	11:36	MG1S	55640	24640	31000	15.50			
750	5/13/2013	11:39	GJR1S	60500	26880	33620	16.81			

**TABLE C-2**

**PL200141 (NON-HAZARDOUS SOIL – NORTH SHORELINE)**

Duwamish Sediment Other Area and Southwest Bank  
Corrective Measure and Habitat Project  
Boeing Plant 2  
Seattle/Tukwila, Washington

NO.	DATE	TIME	TRUCK NO.	GROSS WT.	TARE WT.	NET WT.	TOTAL TONS			
				<b>TOTAL CUMULATIVE TONS:</b>						<b>45,586.30</b>
751	5/13/2013	11:42	F116S	54040	23160	30880	15.44			
752	5/13/2013	12:02	T007S	60880	27580	33300	16.65			
753	5/13/2013	12:07	Y53S	55220	26000	29220	14.61			
754	5/13/2013	12:13	MG1S	51860	24640	27220	13.61			
755	5/13/2013	12:18	GJR1S	59980	26880	33100	16.55			
756	5/13/2013	12:19	F116S	57820	23160	34660	17.33			
757	5/13/2013	12:37	T007S	56340	27580	28760	14.38			
758	5/13/2013	12:42	Y53S	55440	26000	29440	14.72			
759	5/13/2013	12:49	MG1S	54320	24640	29680	14.84			
760	5/13/2013	12:52	GJR1S	60480	26880	33600	16.80			
761	5/13/2013	12:56	F116S	54400	23160	31240	15.62			
762	5/13/2013	13:12	T007S	57320	27580	29740	14.87			
763	5/13/2013	13:16	Y53S	56480	26000	30480	15.24			
764	5/13/2013	13:23	MG1S	53540	24640	28900	14.45			
765	5/13/2013	13:31	GJR1S	59160	26880	32280	16.14			
766	5/13/2013	13:33	F116S	57460	23160	34300	17.15			
767	5/13/2013	14:23	T007S	58120	27580	30540	15.27			
768	5/13/2013	14:27	Y53S	54440	26000	28440	14.22			
769	5/13/2013	14:29	MG1S	52900	24640	28260	14.13			
770	5/13/2013	15:45	GJR1S	59580	26880	32700	16.35			
771	5/13/2013	15:47	F116S	58620	23160	35460	17.73			
772	5/13/2013	15:59	T007S	53500	27580	25920	12.96			
773	5/13/2013	16:00	MG1S	54600	24640	29960	14.98			
774	5/13/2013	16:04	Y53S	56360	26000	30360	15.18			
775	5/13/2013	16:18	F116S	54920	23160	31760	15.88			
776	5/13/2013	16:20	GJR1S	60920	26880	34040	17.02			
777	5/13/2013	16:33	T007S	57280	27580	29700	14.85			
778	5/13/2013	16:36	MG1S	57700	24640	33060	16.53			
779	5/13/2013	16:42	Y53S	59040	26000	33040	16.52			
780	5/13/2013	16:51	F116S	52340	23160	29180	14.59			
781	5/13/2013	16:55	GJR1S	57940	26880	31060	15.53			
782	5/13/2013	17:05	T007S	59260	27580	31680	15.84			
783	5/13/2013	17:08	MG1S	49660	24640	25020	12.51			
784	5/13/2013	17:20	Y53S	55880	26000	29880	14.94			
785	5/13/2013	17:23	F116S	52780	23160	29620	14.81			
786	5/13/2013	17:29	GJR1S	56380	26880	29500	14.75			
787	5/14/2013	8:17	T007S	55980	27580	28400	14.20			
788	5/14/2013	8:21	MG1S	53280	24640	28640	14.32			
789	5/14/2013	8:24	Y53S	52880	26000	26880	13.44			
790	5/14/2013	8:38	F116S	52660	23160	29500	14.75			
791	5/14/2013	8:45	GJR1S	56840	26880	29960	14.98			
792	5/14/2013	8:54	T007S	54920	27580	27340	13.67			
793	5/14/2013	8:59	MG1S	53300	24640	28660	14.33			
794	5/14/2013	9:01	Y53S	55000	26000	29000	14.50			
795	5/14/2013	9:15	F116S	54540	23160	31380	15.69			
796	5/14/2013	9:18	GJR1S	55060	26880	28180	14.09			
797	5/14/2013	9:26	T007S	56260	27580	28680	14.34			
798	5/14/2013	9:34	MG1S	56700	24640	32060	16.03			
799	5/14/2013	9:36	Y53S	56420	26000	30420	15.21			
800	5/14/2013	9:55	F116S	55160	23160	32000	16.00			

**TABLE C-2****PL200141 (NON-HAZARDOUS SOIL – NORTH SHORELINE)**

Duwamish Sediment Other Area and Southwest Bank  
 Corrective Measure and Habitat Project  
 Boeing Plant 2  
 Seattle/Tukwila, Washington

<b>NO.</b>	<b>DATE</b>	<b>TIME</b>	<b>TRUCK NO.</b>	<b>GROSS WT.</b>	<b>TARE WT.</b>	<b>NET WT.</b>	<b>TOTAL TONS</b>			
				<b>TOTAL CUMULATIVE TONS:</b>						<b>45,586.30</b>
801	5/14/2013	9:58	GJR1S	57340	26880	30460	15.23			
802	5/14/2013	10:03	T007S	56600	27580	29020	14.51			
803	5/14/2013	10:06	MG1S	50620	24640	25980	12.99			
804	5/14/2013	10:33	GJR1S	56540	26880	29660	14.83			
805	5/14/2013	10:36	F116S	57000	23160	33840	16.92			
806	5/14/2013	10:38	T007S	54120	27580	26540	13.27			
807	5/14/2013	10:40	MG1S	52900	24640	28260	14.13			
808	5/14/2013	11:05	GJR1S	57780	26880	30900	15.45			
809	5/14/2013	11:09	F116S	56280	23160	33120	16.56			
810	5/14/2013	11:12	T007S	57840	27580	30260	15.13			
811	5/14/2013	11:14	MG1S	55340	24640	30700	15.35			
812	5/14/2013	11:41	GJR1S	56400	26880	29520	14.76			
813	5/14/2013	11:44	F116S	54220	23160	31060	15.53			
814	5/14/2013	11:46	T007S	56480	27580	28900	14.45			
815	5/14/2013	11:52	MG1S	51500	24640	26860	13.43			
816	5/14/2013	12:18	GJR1S	55700	26880	28820	14.41			
817	5/14/2013	12:20	F116S	54100	23160	30940	15.47			
818	5/14/2013	12:23	T007S	56280	27580	28700	14.35			
819	5/14/2013	12:25	MG1S	55240	24640	30600	15.30			
820	5/14/2013	12:49	Y53S	62060	26000	36060	18.03			
821	5/14/2013	12:55	F116S	55880	23160	32720	16.36			
822	5/14/2013	12:57	GJR1S	59340	26880	32460	16.23			
823	5/14/2013	13:01	T007S	57260	27580	29680	14.84			
824	5/14/2013	13:03	MG1S	54280	24640	29640	14.82			
825	5/14/2013	13:26	Y53S	57040	26000	31040	15.52			
826	5/14/2013	13:29	F116S	54380	23160	31220	15.61			
827	5/14/2013	13:32	GJR1S	57320	26880	30440	15.22			
828	5/14/2013	13:37	T007S	56420	27580	28840	14.42			
829	5/14/2013	13:40	MG1S	54480	24640	29840	14.92			
830	5/14/2013	14:05	Y53S	55940	26000	29940	14.97			
831	5/14/2013	15:51	F116S	55760	23160	32600	16.30			
832	5/14/2013	15:53	GJR1S	55700	26880	28820	14.41			
833	5/14/2013	15:56	T007S	53560	27580	25980	12.99			
834	5/14/2013	15:58	MG1S	50280	24640	25640	12.82			
835	5/14/2013	16:04	Y53S	50280	26000	24280	12.14			
836	5/14/2013	16:30	F116S	54300	23160	31140	15.57			
837	5/14/2013	16:32	GJR1S	54240	26880	27360	13.68			
838	5/14/2013	16:34	T007S	52480	27580	24900	12.45			
839	5/14/2013	16:36	MG1S	50140	24640	25500	12.75			
840	5/14/2013	16:41	Y53S	55720	26000	29720	14.86			
841	5/14/2013	17:02	F116S	56780	23160	33620	16.81			
842	5/14/2013	17:05	GJR1S	59920	26880	33040	16.52			
843	5/14/2013	17:08	T007S	57820	27580	30240	15.12			
844	5/14/2013	17:11	MG1S	51960	24640	27320	13.66			
845	5/14/2013	17:16	Y53S	58280	26000	32280	16.14			
846	5/15/2013	8:17	Y53S	54260	26000	28260	14.13			
847	5/15/2013	8:22	T007S	53840	27580	26260	13.13			
848	5/15/2013	8:28	F116S	52500	23160	29340	14.67			
849	5/15/2013	8:54	Y53S	54960	26000	28960	14.48			
850	5/15/2013	8:56	T007S	58160	27580	30580	15.29			

TABLE C-2

**PL200141 (NON-HAZARDOUS SOIL – NORTH SHORELINE)**  
 Duwamish Sediment Other Area and Southwest Bank  
 Corrective Measure and Habitat Project  
 Boeing Plant 2  
 Seattle/Tukwila, Washington

NO.	DATE	TIME	TRUCK NO.	GROSS WT.	TARE WT.	NET WT.	TOTAL TONS			
				<b>TOTAL CUMULATIVE TONS:</b>						<b>45,586.30</b>
851	5/15/2013	9:16	F116S	49920	23160	26760	13.38			
852	5/15/2013	9:29	T007S	53060	27580	25480	12.74			
853	5/15/2013	9:35	Y53S	52900	26000	26900	13.45			
854	5/15/2013	9:48	K9S	54620	26480	28140	14.07			
855	5/15/2013	9:51	F116S	53640	23160	30480	15.24			
856	5/15/2013	10:07	T007S	55360	27580	27780	13.89			
857	5/15/2013	10:09	Y53S	54960	26000	28960	14.48			
858	5/15/2013	10:28	F116S	54580	23160	31420	15.71			
859	5/15/2013	10:38	K9S	55680	26480	29200	14.60			
860	5/15/2013	10:43	T007S	57980	27580	30400	15.20			
861	5/15/2013	10:46	Y53S	55360	26000	29360	14.68			
862	5/15/2013	11:03	F116S	52200	23160	29040	14.52			
863	5/15/2013	11:12	K9S	55900	26480	29420	14.71			
864	5/15/2013	11:19	T007S	58660	27580	31080	15.54			
865	5/15/2013	11:25	Y53S	53440	26000	27440	13.72			
866	5/15/2013	11:39	F116S	56480	23160	33320	16.66			
867	5/15/2013	11:49	K9S	55540	26480	29060	14.53			
868	5/15/2013	11:58	T007S	59860	27580	32280	16.14			
869	5/15/2013	12:05	Y53S	56640	26000	30640	15.32			
870	5/15/2013	12:15	F116S	56520	23160	33360	16.68			
871	5/15/2013	12:28	K9S	58340	26480	31860	15.93			
872	5/15/2013	12:32	T007S	57040	27580	29460	14.73			
873	5/15/2013	12:41	Y53S	58120	26000	32120	16.06			
874	5/15/2013	12:52	F116S	55700	23160	32540	16.27			
875	5/15/2013	13:03	K9S	55400	26480	28920	14.46			
876	5/15/2013	13:06	T007S	55660	27580	28080	14.04			
877	5/15/2013	13:14	Y53S	57180	26000	31180	15.59			
878	5/15/2013	13:24	F116S	56760	23160	33600	16.80			
879	5/15/2013	13:39	K9S	57300	26480	30820	15.41			
880	5/15/2013	13:44	T007S	56600	27580	29020	14.51			
881	5/15/2013	13:50	F116S	56460	23160	33300	16.65			
882	5/15/2013	13:56	Y53S	56260	26000	30260	15.13			
883	5/15/2013	15:53	T007S	57220	27580	29640	14.82			
884	5/15/2013	15:59	Y53S	56940	26000	30940	15.47			
885	5/15/2013	16:01	K9S	56760	26480	30280	15.14			
886	5/15/2013	16:25	F116S	54780	23160	31620	15.81			
887	5/15/2013	16:28	T007S	57280	27580	29700	14.85			
888	5/15/2013	16:34	Y53S	56440	26000	30440	15.22			
889	5/15/2013	16:38	K9S	56200	26480	29720	14.86			
890	5/15/2013	16:56	F116S	55920	23160	32760	16.38			
891	5/15/2013	17:05	T007S	59380	27580	31800	15.90			
892	5/15/2013	17:10	Y53S	58680	26000	32680	16.34			
893	5/15/2013	17:14	K9S	56460	26480	29980	14.99			
894	5/16/2013	8:24	T007S	59040	27580	31460	15.73			
895	5/16/2013	8:35	F116S	53800	23160	30640	15.32			
896	5/16/2013	8:39	GJR1S	55660	26880	28780	14.39			
897	5/16/2013	9:05	T007S	57240	27580	29660	14.83			
898	5/16/2013	9:15	K9S	56680	26480	30200	15.10			
899	5/16/2013	9:25	R61S	57220	26360	30860	15.43			
900	5/16/2013	9:33	GJR1S	57820	26880	30940	15.47			

TABLE C-2

**PL200141 (NON-HAZARDOUS SOIL – NORTH SHORELINE)**  
 Duwamish Sediment Other Area and Southwest Bank  
 Corrective Measure and Habitat Project  
 Boeing Plant 2  
 Seattle/Tukwila, Washington

NO.	DATE	TIME	TRUCK NO.	GROSS WT.	TARE WT.	NET WT.	TOTAL TONS			
				<b>TOTAL CUMULATIVE TONS:</b>						<b>45,586.30</b>
901	5/16/2013	9:36	F116S	56160	23160	33000	16.50			
902	5/16/2013	9:45	T007S	57080	27580	29500	14.75			
903	5/16/2013	10:04	K9S	56940	26480	30460	15.23			
904	5/16/2013	10:09	GJR1S	59360	26880	32480	16.24			
905	5/16/2013	10:17	F116S	54360	23160	31200	15.60			
906	5/16/2013	10:20	T007S	56880	27580	29300	14.65			
907	5/16/2013	10:38	K9S	56180	26480	29700	14.85			
908	5/16/2013	10:51	GJR1S	58240	26880	31360	15.68			
909	5/16/2013	10:53	F116S	56800	23160	33640	16.82			
910	5/16/2013	10:56	T007S	57680	27580	30100	15.05			
911	5/16/2013	11:18	K9S	57160	26480	30680	15.34			
912	5/16/2013	11:26	F116S	57400	23160	34240	17.12			
913	5/16/2013	11:28	GJR1S	59860	26880	32980	16.49			
914	5/16/2013	11:34	T007S	59240	27580	31660	15.83			
915	5/16/2013	11:55	K9S	55000	26480	28520	14.26			
916	5/16/2013	12:01	F116S	55560	23160	32400	16.20			
917	5/16/2013	12:06	GJR1S	60100	26880	33220	16.61			
918	5/16/2013	12:07	T007S	59520	27580	31940	15.97			
919	5/16/2013	12:31	K9S	55200	26480	28720	14.36			
920	5/16/2013	12:45	F116S	56800	23160	33640	16.82			
921	5/16/2013	12:50	Y53S	57120	26000	31120	15.56			
922	5/16/2013	12:52	GJR1S	57980	26880	31100	15.55			
923	5/16/2013	12:54	T007S	58640	27580	31060	15.53			
924	5/16/2013	13:19	K9S	56540	26480	30060	15.03			
925	5/16/2013	13:25	R61S	55840	26360	29480	14.74			
926	5/16/2013	13:36	F116S	55520	23160	32360	16.18			
927	5/16/2013	13:40	Y53S	54960	26000	28960	14.48			
928	5/16/2013	13:44	GJR1S	61120	26880	34240	17.12			
929	5/16/2013	13:46	T007S	58620	27580	31040	15.52			
930	5/16/2013	13:54	K9S	55680	26480	29200	14.60			
931	5/16/2013	15:49	F116S	54120	23160	30960	15.48			
932	5/16/2013	15:53	GJR1S	57340	26880	30460	15.23			
933	5/16/2013	15:56	R61S	54280	26360	27920	13.96			
934	5/16/2013	16:02	Y53S	57860	26000	31860	15.93			
935	5/16/2013	16:06	T007S	59640	27580	32060	16.03			
936	5/16/2013	16:10	K9S	55920	26480	29440	14.72			
937	5/16/2013	16:25	F116S	56340	23160	33180	16.59			
938	5/16/2013	16:28	R61S	55640	26360	29280	14.64			
939	5/16/2013	16:31	GJR1S	57100	26880	30220	15.11			
940	5/16/2013	16:34	Y53S	54940	26000	28940	14.47			
941	5/16/2013	16:41	T007S	56700	27580	29120	14.56			
942	5/16/2013	16:46	K9S	55700	26480	29220	14.61			
943	5/16/2013	16:57	F116S	56900	23160	33740	16.87			
944	5/16/2013	16:59	R61S	59060	26360	32700	16.35			
945	5/16/2013	17:03	GJR1S	61200	26880	34320	17.16			
946	5/16/2013	17:11	Y53S	55000	26000	29000	14.50			
947	5/17/2013	8:25	Y53S	56840	26000	30840	15.42			
948	5/17/2013	8:29	053S	55800	26260	29540	14.77			
949	5/17/2013	8:32	VOS1	60720	27120	33600	16.80			
950	5/17/2013	8:36	T007S	59900	27580	32320	16.16			

**TABLE C-2**

**PL200141 (NON-HAZARDOUS SOIL – NORTH SHORELINE)**  
 Duwamish Sediment Other Area and Southwest Bank  
 Corrective Measure and Habitat Project  
 Boeing Plant 2  
 Seattle/Tukwila, Washington

NO.	DATE	TIME	TRUCK NO.	GROSS WT.	TARE WT.	NET WT.	TOTAL TONS			
				<b>TOTAL CUMULATIVE TONS:</b>						<b>45,586.30</b>
951	5/17/2013	8:46	S18	56940	26500	30440	15.22			
952	5/17/2013	8:57	F116S	60160	23160	37000	18.50			
953	5/17/2013	9:10	GJR1S	59840	26880	32960	16.48			
954	5/17/2013	9:15	Y53S	57920	26000	31920	15.96			
955	5/17/2013	9:20	VOS1	59460	27120	32340	16.17			
956	5/17/2013	9:26	053S	59240	26260	32980	16.49			
957	5/17/2013	9:31	T007S	61080	27580	33500	16.75			
958	5/17/2013	9:34	S18	51440	26500	24940	12.47			
959	5/17/2013	9:50	F116S	56400	23160	33240	16.62			
960	5/17/2013	9:54	GJR1S	56740	26880	29860	14.93			
961	5/17/2013	10:08	Y53S	56360	26000	30360	15.18			
962	5/17/2013	10:20	VOS1	59020	27120	31900	15.95			
963	5/17/2013	10:24	T007S	58260	27580	30680	15.34			
964	5/17/2013	10:31	053S	56440	26260	30180	15.09			
965	5/17/2013	10:34	S18	59560	26500	33060	16.53			
966	5/17/2013	10:48	F116S	56340	23160	33180	16.59			
967	5/17/2013	10:50	GJR1S	56360	26880	29480	14.74			
968	5/17/2013	10:51	Y53S	56860	26000	30860	15.43			
969	5/17/2013	10:54	VOS1	62140	27120	35020	17.51			
970	5/17/2013	10:59	T007S	58200	27580	30620	15.31			
971	5/17/2013	11:17	S18	52760	26500	26260	13.13			
972	5/17/2013	11:20	053S	53380	26260	27120	13.56			
973	5/17/2013	11:30	F116S	55600	23160	32440	16.22			
974	5/17/2013	11:34	GJR1S	59880	26880	33000	16.50			
975	5/17/2013	11:39	Y53S	55320	26000	29320	14.66			
976	5/17/2013	11:42	VOS1	60900	27120	33780	16.89			
977	5/17/2013	11:44	T007S	57900	27580	30320	15.16			
978	5/17/2013	11:58	S18	52300	26500	25800	12.90			
979	5/17/2013	12:02	053S	52160	26260	25900	12.95			
980	5/17/2013	12:15	F116S	55420	23160	32260	16.13			
981	5/17/2013	12:22	GJR1S	55980	26880	29100	14.55			
982	5/17/2013	12:25	Y53S	52880	26000	26880	13.44			
983	5/17/2013	12:27	VOS1	60280	27120	33160	16.58			
984	5/17/2013	12:30	T007S	56560	27580	28980	14.49			
985	5/17/2013	12:40	S18	53560	26500	27060	13.53			
986	5/17/2013	12:46	053S	55140	26260	28880	14.44			
987	5/17/2013	12:51	F116S	56300	23160	33140	16.57			
988	5/17/2013	12:58	GJR1S	58680	26880	31800	15.90			
989	5/17/2013	13:03	Y53S	57220	26000	31220	15.61			
990	5/17/2013	13:06	VOS1	59080	27120	31960	15.98			
991	5/17/2013	13:08	T007S	57440	27580	29860	14.93			
992	5/17/2013	13:19	S18	53460	26500	26960	13.48			
993	5/17/2013	13:30	053S	54020	26260	27760	13.88			
994	5/17/2013	13:36	GJR1S	60300	26880	33420	16.71			
995	5/20/2013	8:21	GEC11	55780	25800	29980	14.99			
996	5/20/2013	8:24	T007S	56160	27580	28580	14.29			
997	5/20/2013	8:28	VOS1	63900	27120	36780	18.39			
998	5/20/2013	8:34	GJR1S	60360	26880	33480	16.74			
999	5/20/2013	8:54	K9S	55660	26480	29180	14.59			
1000	5/20/2013	8:57	S18	56120	26500	29620	14.81			

**TABLE C-2****PL200141 (NON-HAZARDOUS SOIL – NORTH SHORELINE)**

Duwamish Sediment Other Area and Southwest Bank  
 Corrective Measure and Habitat Project  
 Boeing Plant 2  
 Seattle/Tukwila, Washington

<b>NO.</b>	<b>DATE</b>	<b>TIME</b>	<b>TRUCK NO.</b>	<b>GROSS WT.</b>	<b>TARE WT.</b>	<b>NET WT.</b>	<b>TOTAL TONS</b>			
				<b>TOTAL CUMULATIVE TONS:</b>						<b>45,586.30</b>
1001	5/20/2013	9:02	O53S	56500	26260	30240	15.12			
1002	5/20/2013	9:04	GEC11	54780	25800	28980	14.49			
1003	5/20/2013	9:06	T007S	59100	27580	31520	15.76			
1004	5/20/2013	9:10	VOS1	67220	27120	40100	20.05			
1005	5/20/2013	9:18	GJR1S	58160	26880	31280	15.64			
1006	5/20/2013	9:36	K9S	57220	26480	30740	15.37			
1007	5/20/2013	9:39	GEC11	52760	25800	26960	13.48			
1008	5/20/2013	9:42	S18	58160	26500	31660	15.83			
1009	5/20/2013	9:45	T007S	54920	27580	27340	13.67			
1010	5/20/2013	9:47	O53S	50580	26260	24320	12.16			
1011	5/20/2013	9:51	VOS1	56400	27120	29280	14.64			
1012	5/20/2013	9:58	GJR1S	56060	26880	29180	14.59			
1013	5/20/2013	10:09	GEC11	55380	25800	29580	14.79			
1014	5/20/2013	10:13	K9S	53820	26480	27340	13.67			
1015	5/20/2013	10:18	S18	54940	26500	28440	14.22			
1016	5/20/2013	10:20	T007S	56080	27580	28500	14.25			
1017	5/20/2013	10:28	O53S	50820	26260	24560	12.28			
1018	5/20/2013	10:31	VOS1	61100	27120	33980	16.99			
1019	5/20/2013	10:35	GJR1S	56260	26880	29380	14.69			
1020	5/20/2013	10:42	GEC11	51880	25800	26080	13.04			
1021	5/20/2013	10:48	K9S	58360	26480	31880	15.94			
1022	5/20/2013	10:53	S18	52080	26500	25580	12.79			
1023	5/20/2013	10:55	T007S	56560	27580	28980	14.49			
1024	5/20/2013	11:07	O53S	54160	26260	27900	13.95			
1025	5/20/2013	11:10	VOS1	59600	27120	32480	16.24			
1026	5/20/2013	11:12	GJR1S	56780	26880	29900	14.95			
1027	5/20/2013	11:18	GEC11	53920	25800	28120	14.06			
1028	5/20/2013	11:25	K9S	51740	26480	25260	12.63			
1029	5/20/2013	11:30	S18	56220	26500	29720	14.86			
1030	5/20/2013	11:32	T007S	58320	27580	30740	15.37			
1031	5/20/2013	11:49	O53S	52520	26260	26260	13.13			
1032	5/20/2013	11:51	VOS1	57020	27120	29900	14.95			
1033	5/20/2013	11:53	GJR1S	57760	26880	30880	15.44			
1034	5/20/2013	11:55	GEC11	53020	25800	27220	13.61			
1035	5/20/2013	12:05	K9S	58000	26480	31520	15.76			
1036	5/20/2013	12:10	T007S	53460	27580	25880	12.94			
1037	5/20/2013	12:12	S18	54640	26500	28140	14.07			
1038	5/20/2013	12:29	O53S	55120	26260	28860	14.43			
1039	5/20/2013	12:31	VOS1	59300	27120	32180	16.09			
1040	5/20/2013	12:34	GJR1S	55480	26880	28600	14.30			
1041	5/20/2013	12:36	GEC11	52800	25800	27000	13.50			
1042	5/20/2013	12:41	K9S	56340	26480	29860	14.93			
1043	5/20/2013	12:45	T007S	55160	27580	27580	13.79			
1044	5/20/2013	12:57	S18	60600	26500	34100	17.05			
1045	5/21/2013	8:21	VOS1	55300	27120	28180	14.09			
1046	5/21/2013	8:26	O06	52560	26320	26240	13.12			
1047	5/21/2013	8:29	GEC10S	50200	24160	26040	13.02			
1048	5/21/2013	8:40	T007S	53020	27580	25440	12.72			
1049	5/21/2013	8:42	MG1S	49580	24640	24940	12.47			
1050	5/21/2013	8:54	F116S	54040	23160	30880	15.44			

**TABLE C-2**

**PL200141 (NON-HAZARDOUS SOIL – NORTH SHORELINE)**  
 Duwamish Sediment Other Area and Southwest Bank  
 Corrective Measure and Habitat Project  
 Boeing Plant 2  
 Seattle/Tukwila, Washington

NO.	DATE	TIME	TRUCK NO.	GROSS WT.	TARE WT.	NET WT.	TOTAL TONS			
				<b>TOTAL CUMULATIVE TONS:</b>						<b>45,586.30</b>
1051	5/21/2013	8:56	GJR1S	51840	26880	24960	12.48			
1052	5/21/2013	9:00	VOS1	57380	27120	30260	15.13			
1053	5/21/2013	9:04	O06	53600	26320	27280	13.64			
1054	5/21/2013	9:10	GEC10S	50780	24160	26620	13.31			
1055	5/21/2013	9:23	T007S	53840	27580	26260	13.13			
1056	5/21/2013	9:34	GJR1S	54600	26880	27720	13.86			
1057	5/21/2013	9:39	VOS1	55660	27120	28540	14.27			
1058	5/21/2013	9:45	O06	51880	26320	25560	12.78			
1059	5/21/2013	9:53	GEC10S	54300	24160	30140	15.07			
1060	5/21/2013	10:01	T007S	54420	27580	26840	13.42			
1061	5/21/2013	10:08	MG1S	50020	24640	25380	12.69			
1062	5/21/2013	10:14	GJR1S	57880	26880	31000	15.50			
1063	5/21/2013	10:18	VOS1	58880	27120	31760	15.88			
1064	5/21/2013	10:25	O06	52480	26320	26160	13.08			
1065	5/21/2013	10:30	GEC10S	48900	24160	24740	12.37			
1066	5/21/2013	10:36	T007S	54440	27580	26860	13.43			
1067	5/21/2013	10:38	MG1S	49140	24640	24500	12.25			
1068	5/21/2013	10:51	GJR1S	53480	26880	26600	13.30			
1069	5/21/2013	10:55	VOS1	57200	27120	30080	15.04			
1070	5/21/2013	11:00	O06	53280	26320	26960	13.48			
1071	5/21/2013	11:06	F116S	51340	23160	28180	14.09			
1072	5/21/2013	11:08	GEC10S	51080	24160	26920	13.46			
1073	5/21/2013	11:11	T007S	52420	27580	24840	12.42			
1074	5/21/2013	11:13	MG1S	52720	24640	28080	14.04			
1075	5/21/2013	11:31	GJR1S	57140	26880	30260	15.13			
1076	5/21/2013	11:39	VOS1	55060	27120	27940	13.97			
1077	5/21/2013	11:46	O06	52940	26320	26620	13.31			
1078	5/21/2013	11:58	F116S	50100	23160	26940	13.47			
1079	5/21/2013	12:00	GEC10S	50860	24160	26700	13.35			
1080	5/21/2013	12:03	T007S	55740	27580	28160	14.08			
1081	5/21/2013	12:06	MG1S	49520	24640	24880	12.44			
1082	5/21/2013	12:11	GJR1S	52380	26880	25500	12.75			
1083	5/21/2013	12:16	VOS1	59660	27120	32540	16.27			
1084	5/21/2013	12:27	O06	54160	26320	27840	13.92			
1085	5/21/2013	12:33	F116S	47320	23160	24160	12.08			
1086	5/21/2013	12:36	GEC10S	52780	24160	28620	14.31			
1087	5/21/2013	12:40	T007S	53040	27580	25460	12.73			
1088	5/21/2013	12:42	MG1S	47580	24640	22940	11.47			
1089	5/21/2013	12:45	GJR1S	51220	26880	24340	12.17			
1090	5/21/2013	12:49	VOS1	56680	27120	29560	14.78			
1091	5/21/2013	13:04	O06	52620	26320	26300	13.15			
1092	5/21/2013	13:06	F116S	49620	23160	26460	13.23			
1093	5/21/2013	13:09	GEC10S	50940	24160	26780	13.39			
1094	5/21/2013	13:15	T007S	52800	27580	25220	12.61			
1095	5/21/2013	13:17	MG1S	49200	24640	24560	12.28			
1096	5/21/2013	13:23	GJR1S	57520	26880	30640	15.32			
1097	5/21/2013	13:27	VOS1	56500	27120	29380	14.69			
1098	5/21/2013	13:46	O06	56680	26320	30360	15.18			
1099	5/21/2013	14:01	VOS1	55260	27120	28140	14.07			
1100	5/21/2013	15:32	GJR1S	54420	26880	27540	13.77			

**TABLE C-2**

**PL200141 (NON-HAZARDOUS SOIL – NORTH SHORELINE)**

Duwamish Sediment Other Area and Southwest Bank  
Corrective Measure and Habitat Project  
Boeing Plant 2  
Seattle/Tukwila, Washington

NO.	DATE	TIME	TRUCK NO.	GROSS WT.	TARE WT.	NET WT.	TOTAL TONS			
				<b>TOTAL CUMULATIVE TONS:</b>						<b>45,586.30</b>
1101	5/21/2013	15:43	GEC10S	54600	24160	30440	15.22			
1102	5/21/2013	15:49	F116S	50560	23160	27400	13.70			
1103	5/21/2013	15:51	T007S	54580	27580	27000	13.50			
1104	5/21/2013	15:53	MG1S	49620	24640	24980	12.49			
1105	5/21/2013	15:57	VOS1	64880	27120	37760	18.88			
1106	5/21/2013	16:02	O06	54920	26320	28600	14.30			
1107	5/21/2013	16:10	GJR1S	56120	26880	29240	14.62			
1108	5/22/2013	8:20	R61S	57780	26360	31420	15.71			
1109	5/22/2013	8:24	R53S	68520	28040	40480	20.24			
1110	5/22/2013	8:32	VOS1	65280	27120	38160	19.08			
1111	5/22/2013	8:35	MG1S	53460	24640	28820	14.41			
1112	5/22/2013	8:37	GJR1S	54260	26880	27380	13.69			
1113	5/22/2013	9:01	R61S	57820	26360	31460	15.73			
1114	5/22/2013	9:05	R53S	58300	28040	30260	15.13			
1115	5/22/2013	9:16	VOS1	57500	27120	30380	15.19			
1116	5/22/2013	9:19	MG1S	54500	24640	29860	14.93			
1117	5/22/2013	9:22	GJR1S	57740	26880	30860	15.43			
1118	5/22/2013	9:35	R61S	57460	26360	31100	15.55			
1119	5/22/2013	9:44	R53S	62040	28040	34000	17.00			
1120	5/22/2013	9:49	MG1S	52240	24640	27600	13.80			
1121	5/22/2013	9:53	VOS1	58580	27120	31460	15.73			
1122	5/22/2013	9:57	GJR1S	55900	26880	29020	14.51			
1123	5/22/2013	10:10	R61S	58460	26360	32100	16.05			
1124	5/22/2013	10:20	R53S	63480	28040	35440	17.72			
1125	5/22/2013	10:22	MG1S	50920	24640	26280	13.14			
1126	5/22/2013	10:28	VOS1	59920	27120	32800	16.40			
1127	5/22/2013	10:31	GJR1S	56320	26880	29440	14.72			
1128	5/22/2013	10:46	R61S	53760	26360	27400	13.70			
1129	5/22/2013	10:54	R53S	63080	28040	35040	17.52			
1130	5/22/2013	10:56	MG1S	47840	24640	23200	11.60			
1131	5/22/2013	11:05	VOS1	57220	27120	30100	15.05			
1132	5/22/2013	11:10	GJR1S	55360	26880	28480	14.24			
1133	5/22/2013	11:19	R61S	57220	26360	30860	15.43			
1134	5/22/2013	11:29	R53S	58420	28040	30380	15.19			
1135	5/22/2013	11:31	MG1S	50160	24640	25520	12.76			
1136	5/22/2013	11:41	VOS1	61440	27120	34320	17.16			
1137	5/22/2013	11:46	GJR1S	59120	26880	32240	16.12			
1138	5/22/2013	11:59	R61S	56640	26360	30280	15.14			
1139	5/22/2013	12:02	R53S	65100	28040	37060	18.53			
1140	5/22/2013	12:04	MG1S	53000	24640	28360	14.18			
1141	5/22/2013	12:17	VOS1	63360	27120	36240	18.12			
1142	5/24/2013	8:22	VOS1	58580	27120	31460	15.73			
1143	5/24/2013	8:25	MG1S	52740	24640	28100	14.05			
1144	5/24/2013	8:59	VOS1	62120	27120	35000	17.50			
1145	5/24/2013	9:07	MG1S	53360	24640	28720	14.36			
1146	5/24/2013	9:31	VOS1	63000	27120	35880	17.94			
1147	5/24/2013	9:36	MG1S	51940	24640	27300	13.65			
1148	5/24/2013	9:44	F116S	58000	23160	34840	17.42			
1149	5/24/2013	10:15	VOS1	62180	27120	35060	17.53			
1150	5/24/2013	10:50	VOS1	62640	27120	35520	17.76			

TABLE C-2

**PL200141 (NON-HAZARDOUS SOIL – NORTH SHORELINE)**  
 Duwamish Sediment Other Area and Southwest Bank  
 Corrective Measure and Habitat Project  
 Boeing Plant 2  
 Seattle/Tukwila, Washington

NO.	DATE	TIME	TRUCK NO.	GROSS WT.	TARE WT.	NET WT.	TOTAL TONS			
				<b>TOTAL CUMULATIVE TONS:</b>						<b>45,586.30</b>
1151	5/24/2013	11:27	VOS1	61240	27120	34120	17.06			
1152	5/24/2013	12:07	VOS1	63800	27120	36680	18.34			
1153	5/24/2013	12:22	K12S	62280	26740	35540	17.77			
1154	5/24/2013	12:46	VOS1	62000	27120	34880	17.44			
1155	5/24/2013	12:54	K12S	52000	26740	25260	12.63			
1156	5/24/2013	13:19	VOS1	59480	27120	32360	16.18			
1157	5/24/2013	13:26	K12S	51060	26740	24320	12.16			
1158	5/24/2013	13:49	MG1S	51300	24640	26660	13.33			
1159	5/24/2013	13:50	F116S	55380	23160	32220	16.11			
1160	5/24/2013	13:52	VOS1	63840	27120	36720	18.36			
1161	5/24/2013	14:00	K12S	57360	26740	30620	15.31			
1162	5/24/2013	15:51	F116S	57320	23160	34160	17.08			
1163	5/24/2013	15:53	VOS1	60120	27120	33000	16.50			
1164	5/24/2013	16:23	MG1S	49920	24640	25280	12.64			
1165	5/24/2013	16:26	F116S	57920	23160	34760	17.38			
1166	5/24/2013	16:29	VOS1	62440	27120	35320	17.66			
1167	5/24/2013	16:36	K12S	51340	26740	24600	12.30			
1168	5/24/2013	16:57	MG1S	48020	24640	23380	11.69			
1169	5/28/2013	8:21	VOS1	60360	27120	33240	16.62			
1170	5/28/2013	8:24	K12S	61440	26740	34700	17.35			
1171	5/28/2013	8:30	K3S	47260	24500	22760	11.38			
1172	5/28/2013	8:34	F116S	68380	23160	45220	22.61			
1173	5/28/2013	8:59	VOS1	64640	27120	37520	18.76			
1174	5/28/2013	9:08	K12S	58800	26740	32060	16.03			
1175	5/28/2013	9:10	K3S	48740	24500	24240	12.12			
1176	5/28/2013	9:15	F116S	50520	23160	27360	13.68			
1177	5/28/2013	9:34	O06	54400	26320	28080	14.04			
1178	5/28/2013	9:36	VOS1	62180	27120	35060	17.53			
1179	5/28/2013	9:49	K3S	54760	24500	30260	15.13			
1180	5/28/2013	9:52	F116S	55800	23160	32640	16.32			
1181	5/28/2013	9:55	K12S	54620	26740	27880	13.94			
1182	5/28/2013	9:59	R51S	56680	26060	30620	15.31			
1183	5/28/2013	10:12	O06	52560	26320	26240	13.12			
1184	5/28/2013	10:17	VOS1	61240	27120	34120	17.06			
1185	5/28/2013	10:25	F116S	55860	23160	32700	16.35			
1186	5/28/2013	10:29	K3S	54080	24500	29580	14.79			
1187	5/28/2013	10:32	R51S	54960	26060	28900	14.45			
1188	5/28/2013	10:53	O06	55200	26320	28880	14.44			
1189	5/28/2013	10:57	VOS1	64720	27120	37600	18.80			
1190	5/28/2013	11:02	F116S	55960	23160	32800	16.40			
1191	5/28/2013	11:04	R51S	53500	26060	27440	13.72			
1192	5/28/2013	11:06	K3S	57840	24500	33340	16.67			
1193	5/28/2013	11:41	R51S	56340	26060	30280	15.14			
1194	5/28/2013	11:43	O06	57500	26320	31180	15.59			
1195	5/28/2013	11:47	VOS1	65320	27120	38200	19.10			
1196	5/28/2013	11:49	K3S	55380	24500	30880	15.44			
1197	5/28/2013	12:13	R51S	59540	26060	33480	16.74			
1198	5/28/2013	12:23	O06	61860	26320	35540	17.77			
1199	5/28/2013	12:26	VOS1	59060	27120	31940	15.97			
1200	5/28/2013	12:28	K3S	56300	24500	31800	15.90			

TABLE C-2

**PL200141 (NON-HAZARDOUS SOIL – NORTH SHORELINE)**

Duwamish Sediment Other Area and Southwest Bank  
 Corrective Measure and Habitat Project  
 Boeing Plant 2  
 Seattle/Tukwila, Washington

NO.	DATE	TIME	TRUCK NO.	GROSS WT.	TARE WT.	NET WT.	TOTAL TONS			
				<b>TOTAL CUMULATIVE TONS:</b>						<b>45,586.30</b>
1201	5/28/2013	12:30	K12S	55580	26740	28840	14.42			
1202	5/28/2013	12:44	R51S	55920	26060	29860	14.93			
1203	5/28/2013	13:01	O06	54120	26320	27800	13.90			
1204	5/28/2013	13:03	VOS1	60800	27120	33680	16.84			
1205	5/28/2013	13:06	K3S	54920	24500	30420	15.21			
1206	5/28/2013	13:16	R51S	57540	26060	31480	15.74			
1207	5/28/2013	13:43	O06	58020	26320	31700	15.85			
1208	5/28/2013	13:46	VOS1	62660	27120	35540	17.77			
1209	5/28/2013	13:48	R51S	56360	26060	30300	15.15			
1210	5/28/2013	14:08	K12S	53800	26740	27060	13.53			
1211	5/28/2013	14:11	K3S	53220	24500	28720	14.36			
1212	5/28/2013	15:46	K3S	54860	24500	30360	15.18			
1213	5/28/2013	15:49	O06	59160	26320	32840	16.42			
1214	5/28/2013	15:53	VOS1	64700	27120	37580	18.79			
1215	5/28/2013	16:02	R51S	56440	26060	30380	15.19			
1216	5/28/2013	16:07	K12S	62580	26740	35840	17.92			
1217	5/28/2013	16:22	K3S	53420	24500	28920	14.46			
1218	5/28/2013	16:31	VOS1	58300	27120	31180	15.59			
1219	5/28/2013	16:36	R51S	57200	26060	31140	15.57			
1220	5/28/2013	16:44	K12S	53960	26740	27220	13.61			
1221	5/28/2013	16:57	K3S	54460	24500	29960	14.98			
1222	5/28/2013	17:05	VOS1	64220	27120	37100	18.55			
1223	5/28/2013	17:07	R51S	55100	26060	29040	14.52			
1224	5/28/2013	17:22	K12S	61120	26740	34380	17.19			
1225	5/29/2013	8:22	VOS1	60280	27120	33160	16.58			
1226	5/29/2013	8:29	O06	58640	26320	32320	16.16			
1227	5/29/2013	8:33	K12S	56120	26740	29380	14.69			
1228	5/29/2013	8:40	F116S	56060	23160	32900	16.45			
1229	5/29/2013	8:42	R51S	56680	26060	30620	15.31			
1230	5/29/2013	9:05	VOS1	65840	27120	38720	19.36			
1231	5/29/2013	9:10	O06	55080	26320	28760	14.38			
1232	5/29/2013	9:12	K12S	55640	26740	28900	14.45			
1233	5/29/2013	9:26	R51S	57780	26060	31720	15.86			
1234	5/29/2013	9:29	F116S	55000	23160	31840	15.92			
1235	5/29/2013	9:43	VOS1	66560	27120	39440	19.72			
1236	5/29/2013	9:45	O06	60120	26320	33800	16.90			
1237	5/29/2013	10:03	F116S	56180	23160	33020	16.51			
1238	5/29/2013	10:07	R51S	59200	26060	33140	16.57			
1239	5/29/2013	10:22	VOS1	62600	27120	35480	17.74			
1240	5/29/2013	10:28	O06	62780	26320	36460	18.23			
1241	5/29/2013	10:36	F116S	57520	23160	34360	17.18			
1242	5/29/2013	10:41	R51S	56200	26060	30140	15.07			
1243	5/29/2013	11:01	VOS1	63720	27120	36600	18.30			
1244	5/29/2013	11:07	O06	57560	26320	31240	15.62			
1245	5/29/2013	11:14	R51S	54160	26060	28100	14.05			
1246	5/29/2013	11:23	F116S	60900	23160	37740	18.87			
1247	5/29/2013	11:35	VOS1	61740	27120	34620	17.31			
1248	5/29/2013	11:39	O06	60620	26320	34300	17.15			
1249	5/29/2013	11:46	R51S	55540	26060	29480	14.74			
1250	5/29/2013	11:58	F116S	56680	23160	33520	16.76			

TABLE C-2

**PL200141 (NON-HAZARDOUS SOIL – NORTH SHORELINE)**  
 Duwamish Sediment Other Area and Southwest Bank  
 Corrective Measure and Habitat Project  
 Boeing Plant 2  
 Seattle/Tukwila, Washington

NO.	DATE	TIME	TRUCK NO.	GROSS WT.	TARE WT.	NET WT.	TOTAL TONS			
				<b>TOTAL CUMULATIVE TONS:</b>						<b>45,586.30</b>
1251	5/29/2013	12:14	O06	56960	26320	30640	15.32			
1252	5/29/2013	12:22	VOS1	60300	27120	33180	16.59			
1253	5/29/2013	12:26	R51S	59600	26060	33540	16.77			
1254	5/29/2013	12:33	F116S	57780	23160	34620	17.31			
1255	5/29/2013	12:53	O06	58240	26320	31920	15.96			
1256	5/29/2013	12:58	VOS1	60420	27120	33300	16.65			
1257	5/29/2013	13:00	R51S	55220	26060	29160	14.58			
1258	5/29/2013	13:08	F116S	57240	23160	34080	17.04			
1259	5/29/2013	13:33	O06	56120	26320	29800	14.90			
1260	5/29/2013	13:35	VOS1	65120	27120	38000	19.00			
1261	5/29/2013	13:37	R51S	54500	26060	28440	14.22			
1262	5/29/2013	13:41	K12S	54940	26740	28200	14.10			
1263	5/29/2013	13:43	F116S	49140	23160	25980	12.99			
1264	5/29/2013	15:52	VOS1	62060	27120	34940	17.47			
1265	5/29/2013	15:59	F116S	55800	23160	32640	16.32			
1266	5/29/2013	16:01	O06	56300	26320	29980	14.99			
1267	5/29/2013	16:02	R51S	54260	26060	28200	14.10			
1268	5/29/2013	16:04	K12S	55400	26740	28660	14.33			
1269	5/29/2013	16:28	VOS1	59100	27120	31980	15.99			
1270	5/29/2013	16:33	F116S	54680	23160	31520	15.76			
1271	5/29/2013	16:38	O06	57680	26320	31360	15.68			
1272	5/29/2013	16:41	R51S	56780	26060	30720	15.36			
1273	5/29/2013	16:42	K12S	56400	26740	29660	14.83			
1274	5/29/2013	17:03	VOS1	66300	27120	39180	19.59			
1275	5/29/2013	17:07	F116S	56180	23160	33020	16.51			
1276	5/29/2013	17:13	O06	55340	26320	29020	14.51			
1277	5/29/2013	17:15	R51S	54920	26060	28860	14.43			
1278	5/29/2013	17:16	K12S	56000	26740	29260	14.63			
1279	6/6/2013	8:23	VOS1	62400	27120	35280	17.64			
1280	6/6/2013	8:25	F116	56880	23160	33720	16.86			
1281	6/6/2013	8:30	GEC10	51200	24160	27040	13.52			
1282	6/6/2013	8:59	VOS1	65760	27120	38640	19.32			
1283	6/6/2013	9:11	GEC10	53020	24160	28860	14.43			
1284	6/6/2013	9:25	F116	58540	23160	35380	17.69			
1285	6/6/2013	9:34	D05	51800	28320	23480	11.74			
1286	6/6/2013	9:37	D06	50840	24860	25980	12.99			
1287	6/6/2013	9:40	VOS1	64680	27120	37560	18.78			
1288	6/6/2013	9:45	GEC10	53380	24160	29220	14.61			
1289	6/6/2013	10:01	F116	57560	23160	34400	17.20			
1290	6/6/2013	10:14	D05	52900	28320	24580	12.29			
1291	6/6/2013	10:16	D06	52920	24860	28060	14.03			
1292	6/6/2013	10:20	VOS1	59780	27120	32660	16.33			
1293	6/6/2013	10:23	GEC10	52740	24160	28580	14.29			
1294	6/6/2013	10:39	F116	57620	23160	34460	17.23			
1295	6/6/2013	11:01	D05	53300	28320	24980	12.49			
1296	6/6/2013	11:04	D06	49260	24860	24400	12.20			
1297	6/6/2013	11:06	VOS1	66400	27120	39280	19.64			
1298	6/6/2013	11:09	GEC10	54780	24160	30620	15.31			
1299	6/6/2013	11:14	F116	55080	23160	31920	15.96			
1300	6/6/2013	11:40	D05	49560	28320	21240	10.62			

TABLE C-2

**PL200141 (NON-HAZARDOUS SOIL – NORTH SHORELINE)**  
 Duwamish Sediment Other Area and Southwest Bank  
 Corrective Measure and Habitat Project  
 Boeing Plant 2  
 Seattle/Tukwila, Washington

NO.	DATE	TIME	TRUCK NO.	GROSS WT.	TARE WT.	NET WT.	TOTAL TONS			
				<b>TOTAL CUMULATIVE TONS:</b>						<b>45,586.30</b>
1301	6/6/2013	11:42	D06	51540	24860	26680	13.34			
1302	6/6/2013	11:46	VOS1	63720	27120	36600	18.30			
1303	6/6/2013	11:49	GEC10	53140	24160	28980	14.49			
1304	6/6/2013	11:51	F116	55580	23160	32420	16.21			
1305	6/6/2013	12:15	D05	51420	28320	23100	11.55			
1306	6/6/2013	12:20	D06	50620	24860	25760	12.88			
1307	6/6/2013	12:23	VOS1	63680	27120	36560	18.28			
1308	6/6/2013	12:25	GEC10	56140	24160	31980	15.99			
1309	6/6/2013	12:27	F116	55760	23160	32600	16.30			
1310	6/6/2013	12:52	D05	51420	28320	23100	11.55			
1311	6/6/2013	12:56	D06	51280	24860	26420	13.21			
1312	6/6/2013	12:59	VOS1	62780	27120	35660	17.83			
1313	6/6/2013	13:01	F116	54360	23160	31200	15.60			
1314	6/6/2013	13:05	GEC10	53700	24160	29540	14.77			
1315	6/6/2013	13:30	D05	51520	28320	23200	11.60			
1316	6/6/2013	13:33	F116	53060	23160	29900	14.95			
1317	6/6/2013	13:38	VOS1	61220	27120	34100	17.05			
1318	6/6/2013	13:41	GEC10	50160	24160	26000	13.00			
1319	6/6/2013	13:43	D06	50000	24860	25140	12.57			
1320	6/6/2013	14:12	D05	49800	28320	21480	10.74			
1321	6/6/2013	14:14	VOS1	63120	27120	36000	18.00			
1322	6/6/2013	15:52	VOS1	64460	27120	37340	18.67			
1323	6/6/2013	15:54	F116	56760	23160	33600	16.80			
1324	6/6/2013	15:57	GEC10	52420	24160	28260	14.13			
1325	6/6/2013	16:00	D06	50080	24860	25220	12.61			
1326	6/6/2013	16:02	D05	53760	28320	25440	12.72			
1327	6/6/2013	16:26	VOS1	61560	27120	34440	17.22			
1328	6/6/2013	16:28	F116	53480	23160	30320	15.16			
1329	6/6/2013	16:33	GEC10	49940	24160	25780	12.89			
1330	6/6/2013	16:36	D06	50520	24860	25660	12.83			
1331	6/6/2013	16:45	D05	51140	28320	22820	11.41			
1332	6/6/2013	16:58	VOS1	62500	27120	35380	17.69			
1333	6/6/2013	17:02	F116	50720	23160	27560	13.78			
1334	6/6/2013	17:05	GEC10	51100	24160	26940	13.47			
1335	6/6/2013	17:08	D06	50460	24860	25600	12.80			
1336	6/10/2013	10:29	I184S	48620	25440	23180	11.59			
1337	6/10/2013	10:51	I198S	51200	26440	24760	12.38			
1338	6/10/2013	11:13	I184S	49460	25440	24020	12.01			
1339	6/10/2013	11:31	I198S	51200	26440	24760	12.38			
1340	6/10/2013	11:49	I184S	51340	25440	25900	12.95			
1341	6/10/2013	12:04	I198S	54580	26440	28140	14.07			
1342	6/10/2013	12:23	I184S	52500	25440	27060	13.53			
1343	6/10/2013	12:38	I198S	52720	26440	26280	13.14			
1344	6/10/2013	12:50	I184S	50460	25440	25020	12.51			
1345	6/10/2013	13:12	I198S	52180	26440	25740	12.87			
1346	6/10/2013	13:25	I184S	52640	25440	27200	13.60			
1347	6/10/2013	13:44	I198S	54640	26440	28200	14.10			
1348	6/10/2013	14:02	I184S	54440	25440	29000	14.50			
1349	6/10/2013	14:58	I582S	52520	27080	25440	12.72			
1350	6/10/2013	15:06	I588S	51160	27100	24060	12.03			

**TABLE C-2****PL200141 (NON-HAZARDOUS SOIL – NORTH SHORELINE)**

Duwamish Sediment Other Area and Southwest Bank  
 Corrective Measure and Habitat Project  
 Boeing Plant 2  
 Seattle/Tukwila, Washington

<b>NO.</b>	<b>DATE</b>	<b>TIME</b>	<b>TRUCK NO.</b>	<b>GROSS WT.</b>	<b>TARE WT.</b>	<b>NET WT.</b>	<b>TOTAL TONS</b>			
				<b>TOTAL CUMULATIVE TONS:</b>						<b>45,586.30</b>
1351	6/10/2013	15:46	I184S	49920	25440	24480	12.24			
1352	6/10/2013	15:47	I198S	50400	26440	23960	11.98			
1353	6/10/2013	16:20	I198S	51420	26440	24980	12.49			
1354	6/10/2013	16:25	I198S	50560	26440	24120	12.06			
1355	6/10/2013	16:52	I184S	52440	25440	27000	13.50			
1356	6/10/2013	17:00	I198S	54280	26440	27840	13.92			
1357	6/10/2013	17:21	I184S	52140	25440	26700	13.35			
1358	6/11/2013	8:14	I184S	51040	25440	25600	12.80			
1359	6/11/2013	8:17	I182S	54020	25700	28320	14.16			
1360	6/11/2013	8:21	I194S	50060	25420	24640	12.32			
1361	6/11/2013	8:27	I198S	52720	26440	26280	13.14			
1362	6/11/2013	8:31	GEC11	50660	25800	24860	12.43			
1363	6/11/2013	8:37	GEC10S	52720	24160	28560	14.28			
1364	6/11/2013	8:45	F116S	54460	23160	31300	15.65			
1365	6/11/2013	8:47	I184S	54080	25440	28640	14.32			
1366	6/11/2013	8:53	I182S	53380	25700	27680	13.84			
1367	6/11/2013	9:03	D05S	49160	28320	20840	10.42			
1368	6/11/2013	9:09	D06S	49480	24860	24620	12.31			
1369	6/11/2013	9:12	I194S	49580	25420	24160	12.08			
1370	6/11/2013	9:16	I198S	51880	26440	25440	12.72			
1371	6/11/2013	9:18	GEC11	50000	25800	24200	12.10			
1372	6/11/2013	9:27	F116S	56360	23160	33200	16.60			
1373	6/11/2013	9:29	GEC10S	50140	24160	25980	12.99			
1374	6/11/2013	9:31	I184S	49620	25440	24180	12.09			
1375	6/11/2013	9:33	I182S	51640	25700	25940	12.97			
1376	6/11/2013	9:46	D05S	49280	28320	20960	10.48			
1377	6/11/2013	9:52	D06S	50820	24860	25960	12.98			
1378	6/11/2013	9:56	I194S	52220	25420	26800	13.40			
1379	6/11/2013	9:59	GEC11	50440	25800	24640	12.32			
1380	6/11/2013	10:01	I198S	53860	26440	27420	13.71			
1381	6/11/2013	10:03	F116S	54820	23160	31660	15.83			
1382	6/11/2013	10:06	GEC10S	53360	24160	29200	14.60			
1383	6/11/2013	10:09	I184S	52860	25440	27420	13.71			
1384	6/11/2013	10:11	I182S	52780	25700	27080	13.54			
1385	6/11/2013	10:24	D05S	50420	28320	22100	11.05			
1386	6/11/2013	10:33	D06S	49380	24860	24520	12.26			
1387	6/11/2013	10:36	I194S	52680	25420	27260	13.63			
1388	6/11/2013	10:38	I198S	53720	26440	27280	13.64			
1389	6/11/2013	10:40	GEC11	50780	25800	24980	12.49			
1390	6/11/2013	10:46	GEC10S	50580	24160	26420	13.21			
1391	6/11/2013	10:47	I184S	50300	25440	24860	12.43			
1392	6/11/2013	10:49	I182S	51500	25700	25800	12.90			
1393	6/11/2013	10:51	F116S	59680	23160	36520	18.26			
1394	6/11/2013	11:05	D05S	50980	28320	22660	11.33			
1395	6/11/2013	11:08	D06S	48940	24860	24080	12.04			
1396	6/11/2013	11:11	I194S	54220	25420	28800	14.40			
1397	6/11/2013	11:13	I198S	52680	26440	26240	13.12			
1398	6/11/2013	11:17	GEC11	50260	25800	24460	12.23			
1399	6/11/2013	11:19	GEC10S	49820	24160	25660	12.83			
1400	6/11/2013	11:20	I184S	52960	25440	27520	13.76			

TABLE C-2

**PL200141 (NON-HAZARDOUS SOIL – NORTH SHORELINE)**

Duwamish Sediment Other Area and Southwest Bank  
 Corrective Measure and Habitat Project  
 Boeing Plant 2  
 Seattle/Tukwila, Washington

NO.	DATE	TIME	TRUCK NO.	GROSS WT.	TARE WT.	NET WT.	TOTAL TONS
				TOTAL CUMULATIVE TONS:			45,586.30
1401	6/11/2013	11:23	I182S	56500	25700	30800	15.40
1402	6/11/2013	11:26	F116S	57120	23160	33960	16.98
1403	6/11/2013	11:42	D05S	49040	28320	20720	10.36
1404	6/11/2013	11:46	D06S	49440	24860	24580	12.29
1405	6/11/2013	11:48	I194S	54780	25420	29360	14.68
1406	6/11/2013	11:50	I198S	53640	26440	27200	13.60
1407	6/11/2013	11:52	GEC11	50500	25800	24700	12.35
1408	6/11/2013	11:55	GEC10S	51360	24160	27200	13.60
1409	6/11/2013	11:57	I184S	51940	25440	26500	13.25
1410	6/11/2013	11:59	I182S	51700	25700	26000	13.00
1411	6/11/2013	12:03	F116S	54540	23160	31380	15.69
1412	6/11/2013	12:17	D05S	49820	28320	21500	10.75
1413	6/11/2013	12:22	D06S	49340	24860	24480	12.24
1414	6/11/2013	12:26	I194S	53200	25420	27780	13.89
1415	6/11/2013	12:28	I198S	52080	26440	25640	12.82
1416	6/11/2013	12:29	GEC11	50780	25800	24980	12.49
1417	6/11/2013	12:31	GEC10S	47700	24160	23540	11.77
1418	6/11/2013	12:33	I182S	50820	25700	25120	12.56
1419	6/11/2013	12:35	I184S	45420	25440	19980	9.99
1420	6/11/2013	12:37	F116S	56840	23160	33680	16.84
1421	6/11/2013	12:50	D05S	49120	28320	20800	10.40
1422	6/11/2013	12:57	I582	53940	27080	26860	13.43
1423	6/11/2013	13:01	D06S	51140	24860	26280	13.14
1424	6/11/2013	13:03	I194S	56840	25420	31420	15.71
1425	6/11/2013	13:04	I198S	53640	26440	27200	13.60
1426	6/11/2013	13:06	GEC11	51120	25800	25320	12.66
1427	6/11/2013	13:11	I588S	53940	27100	26840	13.42
1428	6/11/2013	13:14	GEC10S	51000	24160	26840	13.42
1429	6/11/2013	13:16	I182S	51840	25700	26140	13.07
1430	6/11/2013	13:18	I184S	51220	25440	25780	12.89
1431	6/11/2013	13:21	F116S	57700	23160	34540	17.27
1432	6/11/2013	13:27	D05S	50660	28320	22340	11.17
1433	6/11/2013	13:34	I582S	53600	27080	26520	13.26
1434	6/11/2013	13:37	D06S	50560	24860	25700	12.85
1435	6/11/2013	13:39	I194S	52960	25420	27540	13.77
1436	6/11/2013	13:41	I198S	51960	26440	25520	12.76
1437	6/11/2013	13:43	GEC11	53660	25800	27860	13.93
1438	6/11/2013	13:47	I588S	50460	27100	23360	11.68
1439	6/11/2013	13:49	GEC10S	54840	24160	30680	15.34
1440	6/11/2013	13:51	I182S	54160	25700	28460	14.23
1441	6/11/2013	13:53	I184S	55920	25440	30480	15.24
1442	6/11/2013	14:04	D05S	48560	28320	20240	10.12
1443	6/11/2013	14:13	D06S	51160	24860	26300	13.15
1444	6/11/2013	15:47	D05S	49340	28320	21020	10.51
1445	6/11/2013	15:50	D06S	48860	24860	24000	12.00
1446	6/11/2013	15:53	I184S	50840	25440	25400	12.70
1447	6/11/2013	15:55	I182S	51080	25700	25380	12.69
1448	6/11/2013	15:57	F116S	57080	23160	33920	16.96
1449	6/11/2013	15:59	GEC11	49260	25800	23460	11.73
1450	6/11/2013	16:02	GEC10S	49640	24160	25480	12.74

TABLE C-2

**PL200141 (NON-HAZARDOUS SOIL – NORTH SHORELINE)**

Duwamish Sediment Other Area and Southwest Bank  
 Corrective Measure and Habitat Project  
 Boeing Plant 2  
 Seattle/Tukwila, Washington

NO.	DATE	TIME	TRUCK NO.	GROSS WT.	TARE WT.	NET WT.	TOTAL TONS			
				<b>TOTAL CUMULATIVE TONS:</b>						<b>45,586.30</b>
1451	6/11/2013	16:06	I194S	51200	25420	25780	12.89			
1452	6/11/2013	16:07	I198S	52560	26440	26120	13.06			
1453	6/11/2013	16:26	D05S	50340	28320	22020	11.01			
1454	6/11/2013	16:29	D06S	50340	24860	25480	12.74			
1455	6/11/2013	16:31	I184S	50020	25440	24580	12.29			
1456	6/11/2013	16:32	I182S	50900	25700	25200	12.60			
1457	6/11/2013	16:34	F116S	58860	23160	35700	17.85			
1458	6/11/2013	16:38	GEC11	50920	25800	25120	12.56			
1459	6/11/2013	16:40	GEC10S	49840	24160	25680	12.84			
1460	6/11/2013	16:42	I194S	57840	25420	32420	16.21			
1461	6/11/2013	16:46	I198S	52940	26440	26500	13.25			
1462	6/11/2013	16:58	D05S	51080	28320	22760	11.38			
1463	6/11/2013	17:02	D06S	50740	24860	25880	12.94			
1464	6/11/2013	17:05	I184S	50600	25440	25160	12.58			
1465	6/11/2013	17:07	I182S	51560	25700	25860	12.93			
1466	6/11/2013	17:09	F116S	47400	23160	24240	12.12			
1467	6/11/2013	17:11	GEC11	51660	25800	25860	12.93			
1468	6/11/2013	17:12	GEC10S	49160	24160	25000	12.50			
1469	6/11/2013	17:14	I194S	51840	25420	26420	13.21			
1470	6/11/2013	17:16	I198S	52660	26440	26220	13.11			
1471	6/12/2013	8:15	I584	51600	26760	24840	12.42			
1472	6/12/2013	8:21	I578	49320	27140	22180	11.09			
1473	6/12/2013	8:26	I568	48700	26680	22020	11.01			
1474	6/12/2013	8:28	GEC10	49160	24160	25000	12.50			
1475	6/12/2013	8:31	F116	56820	23160	33660	16.83			
1476	6/12/2013	8:33	GEC11	51280	25800	25480	12.74			
1477	6/12/2013	8:37	I592	53700	27320	26380	13.19			
1478	6/12/2013	8:43	I576	52080	26640	25440	12.72			
1479	6/12/2013	8:45	Y-53	51200	26000	25200	12.60			
1480	6/12/2013	8:47	D05	49480	28320	21160	10.58			
1481	6/12/2013	8:51	D06	50140	24860	25280	12.64			
1482	6/12/2013	8:57	BP1	50560	26860	23700	11.85			
1483	6/12/2013	9:10	I584	51820	26760	25060	12.53			
1484	6/12/2013	9:12	I578	51260	27140	24120	12.06			
1485	6/12/2013	9:14	I568	46620	26680	19940	9.97			
1486	6/12/2013	9:20	GEC10	50420	24160	26260	13.13			
1487	6/12/2013	9:29	F116	54560	23160	31400	15.70			
1488	6/12/2013	9:31	GEC11	49540	25800	23740	11.87			
1489	6/12/2013	9:33	I592	51280	27320	23960	11.98			
1490	6/12/2013	9:47	I576	49040	26640	22400	11.20			
1491	6/12/2013	9:49	D05	49360	28320	21040	10.52			
1492	6/12/2013	9:51	Y-53	53800	26000	27800	13.90			
1493	6/12/2013	9:53	D06	49600	24860	24740	12.37			
1494	6/12/2013	10:00	I584	49280	26760	22520	11.26			
1495	6/12/2013	10:02	I578	47300	27140	20160	10.08			
1496	6/12/2013	10:07	I568	52020	26680	25340	12.67			
1497	6/12/2013	10:09	GEC10	49300	24160	25140	12.57			
1498	6/12/2013	10:14	BP1	51240	26860	24380	12.19			
1499	6/12/2013	10:16	F116	49100	23160	25940	12.97			
1500	6/12/2013	10:22	GEC11	53860	25800	28060	14.03			

**TABLE C-2**

**PL200141 (NON-HAZARDOUS SOIL – NORTH SHORELINE)**  
 Duwamish Sediment Other Area and Southwest Bank  
 Corrective Measure and Habitat Project  
 Boeing Plant 2  
 Seattle/Tukwila, Washington

NO.	DATE	TIME	TRUCK NO.	GROSS WT.	TARE WT.	NET WT.	TOTAL TONS			
				<b>TOTAL CUMULATIVE TONS:</b>						<b>45,586.30</b>
1501	6/12/2013	10:24	I592	51400	27320	24080	12.04			
1502	6/12/2013	10:33	I576	51300	26640	24660	12.33			
1503	6/12/2013	10:37	D05	50000	28320	21680	10.84			
1504	6/12/2013	10:40	Y-53	55780	26000	29780	14.89			
1505	6/12/2013	10:42	D06	51400	24860	26540	13.27			
1506	6/12/2013	10:47	I584	52700	26760	25940	12.97			
1507	6/12/2013	10:50	I578	51780	27140	24640	12.32			
1508	6/12/2013	10:52	I568	54780	26680	28100	14.05			
1509	6/12/2013	10:56	GEC10	50600	24160	26440	13.22			
1510	6/12/2013	10:58	F116	54480	23160	31320	15.66			
1511	6/12/2013	10:59	GEC11	52320	25800	26520	13.26			
1512	6/12/2013	11:01	I592	53400	27320	26080	13.04			
1513	6/12/2013	11:12	I576	51880	26640	25240	12.62			
1514	6/12/2013	11:17	D05	50600	28320	22280	11.14			
1515	6/12/2013	11:22	Y-53	56480	26000	30480	15.24			
1516	6/12/2013	11:25	D06	52440	24860	27580	13.79			
1517	6/12/2013	11:28	I584	54040	26760	27280	13.64			
1518	6/12/2013	11:30	I578	51940	27140	24800	12.40			
1519	6/12/2013	11:32	I568	52420	26680	25740	12.87			
1520	6/12/2013	11:36	GEC10	55100	24160	30940	15.47			
1521	6/12/2013	11:37	F116	55120	23160	31960	15.98			
1522	6/12/2013	11:41	GEC11	52320	25800	26520	13.26			
1523	6/12/2013	11:43	I592	53000	27320	25680	12.84			
1524	6/12/2013	11:57	I576	51060	26640	24420	12.21			
1525	6/12/2013	12:05	D05	50780	28320	22460	11.23			
1526	6/12/2013	12:07	Y-53	55900	26000	29900	14.95			
1527	6/12/2013	12:10	D06	49640	24860	24780	12.39			
1528	6/12/2013	12:12	I584	50840	26760	24080	12.04			
1529	6/12/2013	12:16	I578	50580	27140	23440	11.72			
1530	6/12/2013	12:19	I568	50620	26680	23940	11.97			
1531	6/12/2013	12:21	GEC10	50420	24160	26260	13.13			
1532	6/12/2013	12:26	F116	55100	23160	31940	15.97			
1533	6/12/2013	12:28	GEC11	51980	25800	26180	13.09			
1534	6/12/2013	12:32	I592	53220	27320	25900	12.95			
1535	6/12/2013	12:34	I576	52660	26640	26020	13.01			
1536	6/12/2013	12:42	D05	51820	28320	23500	11.75			
1537	6/12/2013	12:44	Y-53	59300	26000	33300	16.65			
1538	6/12/2013	12:48	D06	50880	24860	26020	13.01			
1539	6/12/2013	12:51	I584	55340	26760	28580	14.29			
1540	6/12/2013	12:53	I578	51040	27140	23900	11.95			
1541	6/12/2013	12:56	I568	53820	26680	27140	13.57			
1542	6/12/2013	12:58	F116	56580	23160	33420	16.71			
1543	6/12/2013	13:00	GEC11	55800	25800	30000	15.00			
1544	6/12/2013	13:07	I592	54660	27320	27340	13.67			
1545	6/12/2013	13:13	I576	53360	26640	26720	13.36			
1546	6/12/2013	13:21	D05	50320	28320	22000	11.00			
1547	6/12/2013	13:24	Y-53	57800	26000	31800	15.90			
1548	6/12/2013	13:26	D06	51460	24860	26600	13.30			
1549	6/12/2013	13:28	I584	53400	26760	26640	13.32			
1550	6/12/2013	13:32	I578	55580	27140	28440	14.22			

TABLE C-2

**PL200141 (NON-HAZARDOUS SOIL – NORTH SHORELINE)**  
 Duwamish Sediment Other Area and Southwest Bank  
 Corrective Measure and Habitat Project  
 Boeing Plant 2  
 Seattle/Tukwila, Washington

NO.	DATE	TIME	TRUCK NO.	GROSS WT.	TARE WT.	NET WT.	TOTAL TONS			
				<b>TOTAL CUMULATIVE TONS:</b>						<b>45,586.30</b>
1551	6/12/2013	13:35	I568	46120	26680	19440	9.72			
1552	6/12/2013	13:40	GEC11	57000	25800	31200	15.60			
1553	6/12/2013	13:42	F116	57780	23160	34620	17.31			
1554	6/12/2013	13:52	I576	54520	26640	27880	13.94			
1555	6/12/2013	13:58	D05	51260	28320	22940	11.47			
1556	6/12/2013	14:01	Y-53	57380	26000	31380	15.69			
1557	6/12/2013	14:07	D06	53400	24860	28540	14.27			
1558	6/12/2013	15:45	GEC11	52400	25800	26600	13.30			
1559	6/12/2013	15:48	F116	57960	23160	34800	17.40			
1560	6/12/2013	15:51	D05	49840	28320	21520	10.76			
1561	6/12/2013	15:53	D06	47720	24860	22860	11.43			
1562	6/12/2013	15:56	I584	56200	26760	29440	14.72			
1563	6/12/2013	15:59	I578	51320	27140	24180	12.09			
1564	6/12/2013	16:01	I568	50420	26680	23740	11.87			
1565	6/12/2013	16:03	I576	52620	26640	25980	12.99			
1566	6/12/2013	16:17	GEC11	50840	25800	25040	12.52			
1567	6/12/2013	16:24	F116	58700	23160	35540	17.77			
1568	6/12/2013	16:26	D05	51420	28320	23100	11.55			
1569	6/12/2013	16:28	D06	53160	24860	28300	14.15			
1570	6/12/2013	16:30	I584	47700	26760	20940	10.47			
1571	6/12/2013	16:32	I578	50620	27140	23480	11.74			
1572	6/12/2013	16:34	I568	51800	26680	25120	12.56			
1573	6/12/2013	16:41	I576	53940	26640	27300	13.65			
1574	6/19/2013	8:51	I182S	57640	25700	31940	15.97			
1575	6/19/2013	8:58	I564S	62040	28540	33500	16.75			
1576	6/19/2013	9:04	I194S	59960	25420	34540	17.27			
1577	6/19/2013	9:17	I574S	63440	27940	35500	17.75			
1578	6/19/2013	9:28	I182S	55000	25700	29300	14.65			
1579	6/19/2013	9:34	I564S	59940	28540	31400	15.70			
1580	6/19/2013	9:44	I194S	62640	25420	37220	18.61			
1581	6/19/2013	9:51	I574S	58080	27940	30140	15.07			
1582	6/19/2013	10:04	I182S	53980	25700	28280	14.14			
1583	6/19/2013	10:12	I564S	58260	28540	29720	14.86			
1584	6/19/2013	10:32	I194S	59560	25420	34140	17.07			
1585	6/19/2013	10:34	I574S	58400	27940	30460	15.23			
1586	6/19/2013	10:37	I182S	58260	25700	32560	16.28			
1587	6/19/2013	10:49	I564S	59020	28540	30480	15.24			
1588	6/19/2013	11:07	I194S	59160	25420	33740	16.87			
1589	6/19/2013	11:10	I574S	57180	27940	29240	14.62			
1590	6/19/2013	11:12	I182S	55080	25700	29380	14.69			
1591	6/19/2013	11:23	I564S	57680	28540	29140	14.57			
1592	6/19/2013	11:41	I194S	59420	25420	34000	17.00			
1593	6/19/2013	11:47	I574S	58220	27940	30280	15.14			
1594	6/19/2013	11:52	I182S	56240	25700	30540	15.27			
1595	6/19/2013	11:56	I564S	61500	28540	32960	16.48			
1596	6/19/2013	12:16	I194S	59340	25420	33920	16.96			
1597	6/19/2013	12:19	I574S	58180	27940	30240	15.12			
1598	6/19/2013	12:26	I182S	54500	25700	28800	14.40			
1599	6/19/2013	12:33	I564S	59440	28540	30900	15.45			
1600	6/19/2013	12:47	I194S	58680	25420	33260	16.63			

TABLE C-2

**PL200141 (NON-HAZARDOUS SOIL – NORTH SHORELINE)**

Duwamish Sediment Other Area and Southwest Bank  
 Corrective Measure and Habitat Project  
 Boeing Plant 2  
 Seattle/Tukwila, Washington

NO.	DATE	TIME	TRUCK NO.	GROSS WT.	TARE WT.	NET WT.	TOTAL TONS
				TOTAL CUMULATIVE TONS:			45,586.30
1601	6/19/2013	12:51	I574S	61140	27940	33200	16.60
1602	6/19/2013	13:01	I182S	55860	25700	30160	15.08
1603	6/19/2013	13:06	I564S	61980	28540	33440	16.72
1604	6/19/2013	13:22	I194S	64900	25420	39480	19.74
1605	6/19/2013	13:25	I574S	61640	27940	33700	16.85
1606	6/19/2013	13:39	I182S	58880	25700	33180	16.59
1607	6/19/2013	13:45	I564S	61520	28540	32980	16.49
1608	6/19/2013	13:54	I194S	62340	25420	36920	18.46
1609	6/19/2013	14:00	I574S	64600	27940	36660	18.33
1610	6/19/2013	15:51	I182S	57920	25700	32220	16.11
1611	6/19/2013	15:53	I564S	61240	28540	32700	16.35
1612	6/19/2013	15:57	I194S	60700	25420	35280	17.64
1613	6/19/2013	15:59	I574S	62060	27940	34120	17.06
1614	6/19/2013	16:23	I182S	56880	25700	31180	15.59
1615	6/19/2013	16:27	I564S	61720	28540	33180	16.59
1616	6/19/2013	16:29	I194S	59280	25420	33860	16.93
1617	6/19/2013	16:34	I574S	58640	27940	30700	15.35
1618	6/19/2013	16:59	I182S	52640	25700	26940	13.47
1619	6/19/2013	17:02	I564S	58980	28540	30440	15.22
1620	6/19/2013	17:05	I194S	59200	25420	33780	16.89
1621	6/19/2013	17:08	I574S	59020	27940	31080	15.54
1622	6/20/2013	10:36	I182S	57080	25700	31380	15.69
1623	6/20/2013	10:44	I568S	57080	26680	30400	15.20
1624	6/20/2013	10:46	I574S	58960	27940	31020	15.51
1625	6/20/2013	10:53	I576S	58240	26640	31600	15.80
1626	6/20/2013	11:15	I182S	55580	25700	29880	14.94
1627	6/20/2013	11:17	I568S	56300	26680	29620	14.81
1628	6/20/2013	11:18	I574S	58380	27940	30440	15.22
1629	6/20/2013	11:37	I576S	55500	26640	28860	14.43
1630	6/20/2013	11:48	I182S	57740	25700	32040	16.02
1631	6/20/2013	11:56	I568S	55740	26680	29060	14.53
1632	6/20/2013	11:59	I574S	61240	27940	33300	16.65
1633	6/20/2013	12:16	I576S	57060	26640	30420	15.21
1634	6/20/2013	12:22	I182S	58160	25700	32460	16.23
1635	6/20/2013	12:35	I574S	62580	27940	34640	17.32
1636	6/20/2013	12:52	I576S	55800	26640	29160	14.58
1637	6/20/2013	12:58	I182S	56800	25700	31100	15.55
1638	6/20/2013	13:29	I576S	59460	26640	32820	16.41
1639	6/20/2013	13:34	I182S	60980	25700	35280	17.64
1640	6/20/2013	15:40	I182S	61800	25700	36100	18.05
1641	6/20/2013	15:46	I576S	58840	26640	32200	16.10
1642	6/20/2013	16:17	I182S	57940	25700	32240	16.12
1643	6/20/2013	16:20	I576S	58120	26640	31480	15.74
1644	6/20/2013	16:54	I182S	58940	25700	33240	16.62
1645	6/20/2013	16:56	I576S	55800	26640	29160	14.58
1646	6/21/2013	12:43	I580S	57380	27140	30240	15.12
1647	6/21/2013	12:48	I194S	58520	25420	33100	16.55
1648	6/21/2013	12:56	I582S	55000	27080	27920	13.96
1649	6/21/2013	13:21	I580S	57820	27140	30680	15.34
1650	6/21/2013	13:25	I194S	61800	25420	36380	18.19

**TABLE C-2**

**PL200141 (NON-HAZARDOUS SOIL – NORTH SHORELINE)**

Duwamish Sediment Other Area and Southwest Bank  
Corrective Measure and Habitat Project  
Boeing Plant 2  
Seattle/Tukwila, Washington

NO.	DATE	TIME	TRUCK NO.	GROSS WT.	TARE WT.	NET WT.	TOTAL TONS			
				<b>TOTAL CUMULATIVE TONS:</b>						<b>45,586.30</b>
1651	6/21/2013	13:34	I582S	58280	27080	31200	15.60			
1652	6/21/2013	14:00	I580S	66040	27140	38900	19.45			
1653	6/21/2013	14:03	I194S	63600	25420	38180	19.09			
1654	6/21/2013	14:13	I582S	58040	27080	30960	15.48			
1655	6/21/2013	15:46	I580S	65780	27140	38640	19.32			
1656	6/21/2013	15:54	I194S	62140	25420	36720	18.36			
1657	6/21/2013	15:59	I582S	58320	27080	31240	15.62			
1658	6/24/2013	8:26	568	56100	26680	29420	14.71			
1659	6/24/2013	8:37	590	55860	27000	28860	14.43			
1660	6/24/2013	8:46	582	60320	27080	33240	16.62			
1661	6/24/2013	8:51	592	58860	27320	31540	15.77			
1662	6/24/2013	9:10	568	63220	26680	36540	18.27			
1663	6/24/2013	9:25	590	58280	27000	31280	15.64			
1664	6/24/2013	9:32	582	63840	27080	36760	18.38			
1665	6/24/2013	9:35	592	62300	27320	34980	17.49			
1666	6/24/2013	9:51	568	58360	26680	31680	15.84			
1667	6/24/2013	9:59	590	60040	27000	33040	16.52			
1668	6/24/2013	10:16	582	62120	27080	35040	17.52			
1669	6/24/2013	10:21	592	61740	27320	34420	17.21			
1670	6/24/2013	10:31	568	60400	26680	33720	16.86			
1671	6/24/2013	10:34	590	57220	27000	30220	15.11			
1672	6/24/2013	10:50	582	60600	27080	33520	16.76			
1673	6/24/2013	10:57	592	60020	27320	32700	16.35			
1674	6/24/2013	11:03	568	57140	26680	30460	15.23			
1675	6/24/2013	11:14	590	61720	27000	34720	17.36			
1676	6/24/2013	11:29	582	62560	27080	35480	17.74			
1677	6/24/2013	11:34	592	62240	27320	34920	17.46			
1678	6/24/2013	11:37	568	60060	26680	33380	16.69			
1679	6/24/2013	11:49	590	61460	27000	34460	17.23			
1680	6/24/2013	12:05	582	63820	27080	36740	18.37			
1681	6/24/2013	12:22	592	61580	27320	34260	17.13			
1682	6/24/2013	12:24	568	58680	26680	32000	16.00			
1683	6/24/2013	12:29	590	65220	27000	38220	19.11			
1684	6/24/2013	12:49	582	64520	27080	37440	18.72			
1685	6/24/2013	12:57	592	66720	27320	39400	19.70			
1686	6/24/2013	13:00	568	58200	26680	31520	15.76			
1687	6/24/2013	13:06	590	64560	27000	37560	18.78			
1688	6/24/2013	13:21	582	60320	27080	33240	16.62			
1689	6/24/2013	13:35	568	58800	26680	32120	16.06			
1690	6/24/2013	13:38	592	58100	27320	30780	15.39			
1691	6/24/2013	13:39	590	59000	27000	32000	16.00			
1692	6/24/2013	14:02	582	63000	27080	35920	17.96			
1693	6/24/2013	15:46	568	55620	26680	28940	14.47			
1694	6/24/2013	15:51	592	65600	27320	38280	19.14			
1695	6/24/2013	15:56	590	64140	27000	37140	18.57			
1696	6/24/2013	16:26	568	57820	26680	31140	15.57			
1697	6/24/2013	16:28	592	59280	27320	31960	15.98			
1698	6/24/2013	16:34	590	59820	27000	32820	16.41			
1699	6/25/2013	8:17	592	57760	27320	30440	15.22			
1700	6/25/2013	8:25	570	56320	26920	29400	14.70			

**TABLE C-2**

**PL200141 (NON-HAZARDOUS SOIL – NORTH SHORELINE)**  
 Duwamish Sediment Other Area and Southwest Bank  
 Corrective Measure and Habitat Project  
 Boeing Plant 2  
 Seattle/Tukwila, Washington

NO.	DATE	TIME	TRUCK NO.	GROSS WT.	TARE WT.	NET WT.	TOTAL TONS			
				<b>TOTAL CUMULATIVE TONS:</b>						<b>45,586.30</b>
1701	6/25/2013	8:28	578	55860	27140	28720	14.36			
1702	6/25/2013	8:31	194	64300	25420	38880	19.44			
1703	6/25/2013	9:07	592	63220	27320	35900	17.95			
1704	6/25/2013	9:18	570	60040	26920	33120	16.56			
1705	6/25/2013	9:22	578	63840	27140	36700	18.35			
1706	6/25/2013	9:25	194	64520	25420	39100	19.55			
1707	6/25/2013	9:51	592	58680	27320	31360	15.68			
1708	6/25/2013	9:58	570	56860	26920	29940	14.97			
1709	6/25/2013	10:03	578	61900	27140	34760	17.38			
1710	6/25/2013	10:07	194	62900	25420	37480	18.74			
1711	6/25/2013	10:28	592	57020	27320	29700	14.85			
1712	6/25/2013	10:43	570	64620	26920	37700	18.85			
1713	6/25/2013	10:45	578	59780	27140	32640	16.32			
1714	6/25/2013	10:52	194	64260	25420	38840	19.42			
1715	6/25/2013	11:10	592	61440	27320	34120	17.06			
1716	6/25/2013	11:25	570	59140	26920	32220	16.11			
1717	6/25/2013	11:27	578	60400	27140	33260	16.63			
1718	6/25/2013	11:33	194	66160	25420	40740	20.37			
1719	6/25/2013	11:52	592	59620	27320	32300	16.15			
1720	6/25/2013	12:00	570	63480	26920	36560	18.28			
1721	6/25/2013	12:04	578	61660	27140	34520	17.26			
1722	6/25/2013	12:32	592	63560	27320	36240	18.12			
1723	6/25/2013	12:35	570	59720	26920	32800	16.40			
1724	6/25/2013	12:41	578	66560	27140	39420	19.71			
1725	6/25/2013	13:06	576	59580	26640	32940	16.47			
1726	6/25/2013	13:14	592	64100	27320	36780	18.39			
1727	6/25/2013	13:20	570	63180	26920	36260	18.13			
1728	6/25/2013	13:21	578	59780	27140	32640	16.32			
1729	6/25/2013	13:42	576	63420	26640	36780	18.39			
1730	6/25/2013	13:48	592	62600	27320	35280	17.64			
1731	6/25/2013	15:44	570	64060	26920	37140	18.57			
1732	6/25/2013	15:48	578	58060	27140	30920	15.46			
1733	6/25/2013	15:50	576	60860	26640	34220	17.11			
1734	6/25/2013	15:53	592	60460	27320	33140	16.57			
1735	6/25/2013	16:22	570	63220	26920	36300	18.15			
1736	6/25/2013	16:24	578	58680	27140	31540	15.77			
1737	6/25/2013	16:27	576	58620	26640	31980	15.99			
1738	6/25/2013	16:30	592	60620	27320	33300	16.65			
1739	6/25/2013	17:00	570	64820	26920	37900	18.95			
1740	6/25/2013	17:02	578	62660	27140	35520	17.76			
1741	6/25/2013	17:05	576	61340	26640	34700	17.35			
1742	6/25/2013	17:07	592	63280	27320	35960	17.98			
1743	6/26/2013	8:10	568	61700	26680	35020	17.51			
1744	6/26/2013	8:14	182	60900	25700	35200	17.60			
1745	6/26/2013	8:23	574	62840	27940	34900	17.45			
1746	6/26/2013	8:54	568	59120	26680	32440	16.22			
1747	6/26/2013	8:56	182	58040	25700	32340	16.17			
1748	6/26/2013	9:02	574	68060	27940	40120	20.06			
1749	6/26/2013	9:28	568	57900	26680	31220	15.61			
1750	6/26/2013	9:33	182	63080	25700	37380	18.69			

TABLE C-2

**PL200141 (NON-HAZARDOUS SOIL – NORTH SHORELINE)**

Duwamish Sediment Other Area and Southwest Bank  
 Corrective Measure and Habitat Project  
 Boeing Plant 2  
 Seattle/Tukwila, Washington

NO.	DATE	TIME	TRUCK NO.	GROSS WT.	TARE WT.	NET WT.	TOTAL TONS
TOTAL CUMULATIVE TONS:							45,586.30
1751	6/26/2013	9:36	574	67060	27940	39120	19.56
1752	6/26/2013	10:13	568	63360	26680	36680	18.34
1753	6/26/2013	10:15	182	62180	25700	36480	18.24
1754	6/26/2013	10:20	574	64240	27940	36300	18.15
1755	6/26/2013	10:47	568	59100	26680	32420	16.21
1756	6/26/2013	10:50	182	62140	25700	36440	18.22
1757	6/26/2013	10:57	574	65120	27940	37180	18.59
1758	6/26/2013	11:22	568	54260	26680	27580	13.79
1759	6/26/2013	11:23	182	58920	25700	33220	16.61
1760	6/26/2013	11:33	574	65100	27940	37160	18.58
1761	6/26/2013	11:51	568	61720	26680	35040	17.52
1762	6/26/2013	11:57	182	66140	25700	40440	20.22
1763	6/26/2013	12:08	574	69820	27940	41880	20.94
1764	6/26/2013	12:17	568	54120	26680	27440	13.72
1765	6/26/2013	12:29	182	58700	25700	33000	16.50
1766	6/26/2013	12:51	574	61500	27940	33560	16.78
1767	6/26/2013	12:53	568	58960	26680	32280	16.14
1768	6/26/2013	13:02	182	59940	25700	34240	17.12
1769	6/26/2013	13:26	574	65660	27940	37720	18.86
1770	6/26/2013	13:30	568	59800	26680	33120	16.56
1771	6/26/2013	15:49	574	61700	27940	33760	16.88
1772	6/26/2013	15:53	568	54200	26680	27520	13.76
1773	6/26/2013	15:57	182	61660	25700	35960	17.98
1774	6/26/2013	16:27	568	59020	26680	32340	16.17
1775	6/26/2013	16:34	182	57860	25700	32160	16.08
1776	6/26/2013	16:35	574	60860	27940	32920	16.46
1777	6/27/2013	8:57	588	54500	27100	27400	13.70
1778	6/27/2013	9:00	574	54600	27940	26660	13.33
1779	6/27/2013	9:03	576	54100	26640	27460	13.73
1780	6/27/2013	9:33	588	54620	27100	27520	13.76
1781	6/27/2013	9:36	574	57260	27940	29320	14.66
1782	6/27/2013	9:39	576	55760	26640	29120	14.56
1783	6/27/2013	10:13	574	66340	27940	38400	19.20
1784	6/27/2013	10:24	576	61240	26640	34600	17.30
1785	6/27/2013	10:54	574	59360	27940	31420	15.71
1786	6/27/2013	11:01	576	56820	26640	30180	15.09
1787	6/27/2013	11:28	574	60080	27940	32140	16.07
1788	6/27/2013	12:04	574	62040	27940	34100	17.05
1789	6/27/2013	13:17	588	57560	27100	30460	15.23
1790	6/27/2013	13:59	588	60140	27100	33040	16.52
1791	6/27/2013	15:51	588	58260	27100	31160	15.58
1792	6/28/2013	8:37	568	58040	26680	31360	15.68
1793	6/28/2013	8:40	592	60020	27320	32700	16.35
1794	6/28/2013	9:10	568	58980	26680	32300	16.15
1795	6/28/2013	9:17	592	59640	27320	32320	16.16
1796	6/28/2013	9:48	568	56060	26680	29380	14.69
1797	6/28/2013	9:55	592	58480	27320	31160	15.58
1798	6/28/2013	10:22	568	59240	26680	32560	16.28
1799	6/28/2013	10:31	592	59520	27320	32200	16.10
1800	6/28/2013	10:56	568	56720	26680	30040	15.02

TABLE C-2

**PL200141 (NON-HAZARDOUS SOIL – NORTH SHORELINE)**  
 Duwamish Sediment Other Area and Southwest Bank  
 Corrective Measure and Habitat Project  
 Boeing Plant 2  
 Seattle/Tukwila, Washington

NO.	DATE	TIME	TRUCK NO.	GROSS WT.	TARE WT.	NET WT.	TOTAL TONS			
				<b>TOTAL CUMULATIVE TONS:</b>						<b>45,586.30</b>
1801	6/28/2013	11:01	592	61240	27320	33920	16.96			
1802	6/28/2013	11:32	568	55760	26680	29080	14.54			
1803	6/28/2013	11:34	592	56680	27320	29360	14.68			
1804	6/28/2013	12:05	568	60120	26680	33440	16.72			
1805	6/28/2013	12:11	592	58240	27320	30920	15.46			
1806	6/28/2013	12:41	568	57660	26680	30980	15.49			
1807	6/28/2013	12:43	592	59720	27320	32400	16.20			
1808	6/28/2013	13:14	568	59100	26680	32420	16.21			
1809	6/28/2013	13:21	592	62140	27320	34820	17.41			
1810	6/28/2013	13:47	568	58820	26680	32140	16.07			
1811	6/28/2013	13:51	592	57760	27320	30440	15.22			
1812	6/28/2013	15:40	568	54660	26680	27980	13.99			
1813	6/28/2013	15:43	592	60060	27320	32740	16.37			
1814	7/2/2013	8:28	588	56360	27100	29260	14.63			
1815	7/2/2013	8:37	592	54760	27320	27440	13.72			
1816	7/2/2013	8:41	566	57920	28040	29880	14.94			
1817	7/2/2013	9:21	588	55380	27100	28280	14.14			
1818	7/2/2013	9:23	592	59020	27320	31700	15.85			
1819	7/2/2013	9:36	566	64920	28040	36880	18.44			
1820	7/2/2013	10:22	588	59640	27100	32540	16.27			
1821	7/2/2013	10:24	592	59700	27320	32380	16.19			
1822	7/2/2013	10:31	566	65240	28040	37200	18.60			
1823	7/2/2013	11:10	588	58180	27100	31080	15.54			
1824	7/2/2013	11:13	592	60080	27320	32760	16.38			
1825	7/2/2013	11:25	566	65420	28040	37380	18.69			
1826	7/2/2013	11:55	588	59180	27100	32080	16.04			
1827	7/2/2013	12:07	592	57960	27320	30640	15.32			
1828	7/2/2013	12:29	566	62760	28040	34720	17.36			
1829	7/2/2013	13:35	588	56240	27100	29140	14.57			
1830	7/2/2013	13:47	592	56880	27320	29560	14.78			
1831	7/2/2013	14:00	566	61920	28040	33880	16.94			
1832	7/2/2013	15:47	588	58280	27100	31180	15.59			
1833	7/2/2013	15:50	592	55840	27320	28520	14.26			
1834	7/2/2013	15:58	566	62400	28040	34360	17.18			
1835	7/3/2013	8:07	588	56200	27100	29100	14.55			
1836	7/3/2013	8:15	574	61600	27940	33660	16.83			
1837	7/3/2013	8:19	566	63160	28040	35120	17.56			
1838	7/3/2013	8:50	588	56980	27100	29880	14.94			
1839	7/3/2013	9:01	574	57880	27940	29940	14.97			
1840	7/3/2013	9:04	566	59900	28040	31860	15.93			
1841	7/3/2013	9:28	588	53700	27100	26600	13.30			
1842	7/3/2013	9:42	574	59500	27940	31560	15.78			
1843	7/3/2013	9:44	566	59380	28040	31340	15.67			
1844	7/3/2013	10:20	588	54820	27100	27720	13.86			
1845	7/3/2013	10:26	574	59900	27940	31960	15.98			
1846	7/3/2013	10:29	566	59400	28040	31360	15.68			
1847	7/3/2013	11:23	588	53800	27100	26700	13.35			
1848	7/3/2013	11:26	574	59640	27940	31700	15.85			
1849	7/3/2013	11:28	566	60500	28040	32460	16.23			
1850	7/3/2013	12:03	588	57380	27100	30280	15.14			

TABLE C-2

**PL200141 (NON-HAZARDOUS SOIL – NORTH SHORELINE)**  
 Duwamish Sediment Other Area and Southwest Bank  
 Corrective Measure and Habitat Project  
 Boeing Plant 2  
 Seattle/Tukwila, Washington

NO.	DATE	TIME	TRUCK NO.	GROSS WT.	TARE WT.	NET WT.	TOTAL TONS			
				<b>TOTAL CUMULATIVE TONS:</b>						<b>45,586.30</b>
1851	7/3/2013	12:06	574	59340	27940	31400	15.70			
1852	7/3/2013	12:08	566	60460	28040	32420	16.21			
1853	7/3/2013	12:46	588	53800	27100	26700	13.35			
1854	7/3/2013	12:49	574	58860	27940	30920	15.46			
1855	7/3/2013	12:52	566	59480	28040	31440	15.72			
1856	7/3/2013	13:22	588	54140	27100	27040	13.52			
1857	7/3/2013	13:24	574	56420	27940	28480	14.24			
1858	7/3/2013	13:41	566	60760	28040	32720	16.36			
1859	7/3/2013	14:15	588	53540	27100	26440	13.22			
1860	7/3/2013	14:19	574	57660	27940	29720	14.86			
1861	7/3/2013	14:39	566	58940	28040	30900	15.45			
1862	7/3/2013	15:00	588	57000	27100	29900	14.95			
1863	7/3/2013	15:09	574	59320	27940	31380	15.69			
1864	7/3/2013	15:16	566	63560	28040	35520	17.76			
1865	7/3/2013	15:43	588	53980	27100	26880	13.44			
1866	7/3/2013	15:46	574	60080	27940	32140	16.07			
1867	7/3/2013	15:53	566	59340	28040	31300	15.65			
1868	7/3/2013	16:19	588	54440	27100	27340	13.67			
1869	7/3/2013	16:21	574	59760	27940	31820	15.91			
1870	7/3/2013	16:26	566	60200	28040	32160	16.08			
1871	7/3/2013	16:52	588	55020	27100	27920	13.96			
1872	7/3/2013	16:54	574	56580	27940	28640	14.32			
1873	7/3/2013	17:21	588	56320	27100	29220	14.61			
1874	7/3/2013	17:24	574	61220	27940	33280	16.64			
1875	7/3/2013	17:34	566	59660	28040	31620	15.81			
1876	7/8/2013	8:35	568	52200	26680	25520	12.76			
1877	7/8/2013	8:37	578	55160	27140	28020	14.01			
1878	7/8/2013	8:40	592	56960	27320	29640	14.82			
1879	7/8/2013	8:43	182	55240	25700	29540	14.77			
1880	7/8/2013	9:20	568	58560	26680	31880	15.94			
1881	7/8/2013	9:23	578	55620	27140	28480	14.24			
1882	7/8/2013	9:25	592	56940	27320	29620	14.81			
1883	7/8/2013	9:28	182	60600	25700	34900	17.45			
1884	7/8/2013	9:56	568	56440	26680	29760	14.88			
1885	7/8/2013	9:58	578	54260	27140	27120	13.56			
1886	7/8/2013	10:05	592	59680	27320	32360	16.18			
1887	7/8/2013	10:09	182	54580	25700	28880	14.44			
1888	7/8/2013	10:32	568	57220	26680	30540	15.27			
1889	7/8/2013	10:40	578	58060	27140	30920	15.46			
1890	7/8/2013	10:46	592	52720	27320	25400	12.70			
1891	7/8/2013	10:48	182	56220	25700	30520	15.26			
1892	7/8/2013	11:05	568	54020	26680	27340	13.67			
1893	7/8/2013	11:12	578	58660	27140	31520	15.76			
1894	7/8/2013	11:27	592	55160	27320	27840	13.92			
1895	7/8/2013	11:30	182	61480	25700	35780	17.89			
1896	7/8/2013	11:38	568	59060	26680	32380	16.19			
1897	7/8/2013	11:43	578	59440	27140	32300	16.15			
1898	7/8/2013	11:58	592	57580	27320	30260	15.13			
1899	7/8/2013	12:04	182	58060	25700	32360	16.18			
1900	7/8/2013	12:15	568	54620	26680	27940	13.97			

TABLE C-2

**PL200141 (NON-HAZARDOUS SOIL – NORTH SHORELINE)**

Duwamish Sediment Other Area and Southwest Bank  
 Corrective Measure and Habitat Project  
 Boeing Plant 2  
 Seattle/Tukwila, Washington

NO.	DATE	TIME	TRUCK NO.	GROSS WT.	TARE WT.	NET WT.	TOTAL TONS			
				<b>TOTAL CUMULATIVE TONS:</b>						<b>45,586.30</b>
1901	7/8/2013	12:25	578	58080	27140	30940	15.47			
1902	7/8/2013	12:29	592	56380	27320	29060	14.53			
1903	7/8/2013	12:34	182	58980	25700	33280	16.64			
1904	7/8/2013	12:46	568	58840	26680	32160	16.08			
1905	7/8/2013	13:07	578	56400	27140	29260	14.63			
1906	7/8/2013	13:10	182	55880	25700	30180	15.09			
1907	7/8/2013	13:13	592	55960	27320	28640	14.32			
1908	7/8/2013	13:26	568	53880	26680	27200	13.60			
1909	7/8/2013	13:43	578	57740	27140	30600	15.30			
1910	7/8/2013	13:48	182	55720	25700	30020	15.01			
1911	7/8/2013	13:50	592	55480	27320	28160	14.08			
1912	7/8/2013	15:51	568	56680	26680	30000	15.00			
1913	7/8/2013	15:53	592	56320	27320	29000	14.50			
1914	7/8/2013	15:55	578	54720	27140	27580	13.79			
1915	7/8/2013	15:58	182	54960	25700	29260	14.63			
1916	7/8/2013	16:23	568	54460	26680	27780	13.89			
1917	7/8/2013	16:25	592	55460	27320	28140	14.07			
1918	7/8/2013	16:27	578	58680	27140	31540	15.77			
1919	7/8/2013	16:31	182	57520	25700	31820	15.91			
1920	7/8/2013	16:55	568	55280	26680	28600	14.30			
1921	7/8/2013	16:57	592	55660	27320	28340	14.17			
1922	7/8/2013	16:59	578	55520	27140	28380	14.19			
1923	7/8/2013	17:04	566	58680	28040	30640	15.32			
1924	7/8/2013	17:05	182	58820	25700	33120	16.56			
1925	7/9/2013	8:33	574	58800	27940	30860	15.43			
1926	7/9/2013	8:39	578	57220	27140	30080	15.04			
1927	7/9/2013	8:42	182	57960	25700	32260	16.13			
1928	7/9/2013	8:44	592	54980	27320	27660	13.83			
1929	7/9/2013	9:09	574	59500	27940	31560	15.78			
1930	7/9/2013	9:14	578	54540	27140	27400	13.70			
1931	7/9/2013	9:20	182	54820	25700	29120	14.56			
1932	7/9/2013	9:22	592	56000	27320	28680	14.34			
1933	7/9/2013	9:48	574	59740	27940	31800	15.90			
1934	7/9/2013	9:50	578	54580	27140	27440	13.72			
1935	7/9/2013	9:57	182	59500	25700	33800	16.90			
1936	7/9/2013	10:02	592	57000	27320	29680	14.84			
1937	7/9/2013	10:26	574	60080	27940	32140	16.07			
1938	7/9/2013	10:31	578	56400	27140	29260	14.63			
1939	7/9/2013	10:35	182	59960	25700	34260	17.13			
1940	7/9/2013	10:39	592	60440	27320	33120	16.56			
1941	7/9/2013	10:59	574	66620	27940	38680	19.34			
1942	7/9/2013	11:11	578	58520	27140	31380	15.69			
1943	7/9/2013	11:15	182	58400	25700	32700	16.35			
1944	7/9/2013	11:18	592	60480	27320	33160	16.58			
1945	7/9/2013	11:32	574	62260	27940	34320	17.16			
1946	7/9/2013	11:45	578	61140	27140	34000	17.00			
1947	7/9/2013	11:53	182	59380	25700	33680	16.84			
1948	7/9/2013	11:57	592	55900	27320	28580	14.29			
1949	7/9/2013	12:11	574	61420	27940	33480	16.74			
1950	7/9/2013	12:18	578	56060	27140	28920	14.46			

TABLE C-2

**PL200141 (NON-HAZARDOUS SOIL – NORTH SHORELINE)**  
 Duwamish Sediment Other Area and Southwest Bank  
 Corrective Measure and Habitat Project  
 Boeing Plant 2  
 Seattle/Tukwila, Washington

NO.	DATE	TIME	TRUCK NO.	GROSS WT.	TARE WT.	NET WT.	TOTAL TONS			
				<b>TOTAL CUMULATIVE TONS:</b>						<b>45,586.30</b>
1951	7/9/2013	12:32	182	58020	25700	32320	16.16			
1952	7/9/2013	12:38	592	54420	27320	27100	13.55			
1953	7/9/2013	12:50	574	62140	27940	34200	17.10			
1954	7/9/2013	12:52	578	55720	27140	28580	14.29			
1955	7/9/2013	13:03	182	56920	25700	31220	15.61			
1956	7/9/2013	13:16	592	58860	27320	31540	15.77			
1957	7/9/2013	13:19	574	62020	27940	34080	17.04			
1958	7/9/2013	13:23	578	58140	27140	31000	15.50			
1959	7/9/2013	13:37	182	59840	25700	34140	17.07			
1960	7/9/2013	13:52	592	58060	27320	30740	15.37			
1961	7/9/2013	13:57	574	60440	27940	32500	16.25			
1962	7/9/2013	14:00	578	55940	27140	28800	14.40			
1963	7/9/2013	15:43	592	55940	27320	28620	14.31			
1964	7/9/2013	15:46	182	57440	25700	31740	15.87			
1965	7/9/2013	15:48	574	58500	27940	30560	15.28			
1966	7/9/2013	15:50	578	58920	27140	31780	15.89			
1967	7/10/2013	8:40	568	54040	26680	27360	13.68			
1968	7/10/2013	8:44	592	54160	27320	26840	13.42			
1969	7/10/2013	8:49	590	55540	27000	28540	14.27			
1970	7/10/2013	8:52	578	57480	27140	30340	15.17			
1971	7/10/2013	9:38	568	55580	26680	28900	14.45			
1972	7/10/2013	9:41	592	59460	27320	32140	16.07			
1973	7/10/2013	9:52	590	59680	27000	32680	16.34			
1974	7/10/2013	9:56	578	57380	27140	30240	15.12			
1975	7/10/2013	11:03	568	55920	26680	29240	14.62			
1976	7/10/2013	11:13	592	54300	27320	26980	13.49			
1977	7/10/2013	11:16	590	59940	27000	32940	16.47			
1978	7/10/2013	11:45	578	57120	27140	29980	14.99			
1979	7/10/2013	12:31	568	57200	26680	30520	15.26			
1980	7/10/2013	12:33	592	58160	27320	30840	15.42			
1981	7/10/2013	12:39	590	56500	27000	29500	14.75			
1982	7/10/2013	12:41	578	59300	27140	32160	16.08			
1983	7/10/2013	13:59	568	56040	26680	29360	14.68			
1984	7/10/2013	14:01	592	57480	27320	30160	15.08			
1985	7/10/2013	14:03	590	55840	27000	28840	14.42			
1986	7/10/2013	14:13	578	54740	27140	27600	13.80			
1987	7/10/2013	14:49	568	58700	26680	32020	16.01			
1988	7/10/2013	14:52	592	55560	27320	28240	14.12			
1989	7/10/2013	14:55	590	58620	27000	31620	15.81			
1990	7/10/2013	15:01	578	56860	27140	29720	14.86			
1991	7/11/2013	8:34	568	56300	26680	29620	14.81			
1992	7/11/2013	8:38	578	55020	27140	27880	13.94			
1993	7/11/2013	8:40	592	55180	27320	27860	13.93			
1994	7/11/2013	8:43	574	62040	27940	34100	17.05			
1995	7/11/2013	9:03	568	55800	26680	29120	14.56			
1996	7/11/2013	9:09	578	58000	27140	30860	15.43			
1997	7/11/2013	9:14	592	55680	27320	28360	14.18			
1998	7/11/2013	9:33	568	54580	26680	27900	13.95			
1999	7/11/2013	9:39	578	56000	27140	28860	14.43			
2000	7/11/2013	9:44	592	55520	27320	28200	14.10			

**TABLE C-2**

**PL200141 (NON-HAZARDOUS SOIL – NORTH SHORELINE)**  
 Duwamish Sediment Other Area and Southwest Bank  
 Corrective Measure and Habitat Project  
 Boeing Plant 2  
 Seattle/Tukwila, Washington

NO.	DATE	TIME	TRUCK NO.	GROSS WT.	TARE WT.	NET WT.	TOTAL TONS			
				<b>TOTAL CUMULATIVE TONS:</b>						<b>45,586.30</b>
2001	7/11/2013	10:00	568	54380	26680	27700	13.85			
2002	7/11/2013	10:13	578	56280	27140	29140	14.57			
2003	7/11/2013	10:20	574	61680	27940	33740	16.87			
2004	7/11/2013	10:22	592	56820	27320	29500	14.75			
2005	7/11/2013	10:27	568	59020	26680	32340	16.17			
2006	7/11/2013	10:42	578	56200	27140	29060	14.53			
2007	7/11/2013	10:53	574	62200	27940	34260	17.13			
2008	7/11/2013	10:54	592	55140	27320	27820	13.91			
2009	7/11/2013	10:57	568	55700	26680	29020	14.51			
2010	7/11/2013	11:16	578	54540	27140	27400	13.70			
2011	7/11/2013	11:24	574	59800	27940	31860	15.93			
2012	7/11/2013	11:27	592	54740	27320	27420	13.71			
2013	7/11/2013	11:29	568	55420	26680	28740	14.37			
2014	7/11/2013	11:46	578	52940	27140	25800	12.90			
2015	7/11/2013	11:52	574	61500	27940	33560	16.78			
2016	7/11/2013	11:59	568	55160	26680	28480	14.24			
2017	7/11/2013	12:02	592	57240	27320	29920	14.96			
2018	7/11/2013	12:25	578	55360	27140	28220	14.11			
2019	7/11/2013	12:26	574	61920	27940	33980	16.99			
2020	7/11/2013	12:29	568	55280	26680	28600	14.30			
2021	7/11/2013	12:31	592	55580	27320	28260	14.13			
2022	7/11/2013	12:56	578	55520	27140	28380	14.19			
2023	7/11/2013	12:59	574	58620	27940	30680	15.34			
2024	7/11/2013	13:01	568	54120	26680	27440	13.72			
2025	7/11/2013	13:04	592	54660	27320	27340	13.67			
2026	7/11/2013	13:25	578	55740	27140	28600	14.30			
2027	7/11/2013	13:31	574	61460	27940	33520	16.76			
2028	7/11/2013	13:37	568	54280	26680	27600	13.80			
2029	7/11/2013	13:39	592	54920	27320	27600	13.80			
2030	7/11/2013	13:56	578	57400	27140	30260	15.13			
2031	7/11/2013	14:00	574	61720	27940	33780	16.89			
2032	7/11/2013	14:07	568	58500	26680	31820	15.91			
2033	7/11/2013	14:11	592	54520	27320	27200	13.60			
2034	7/11/2013	14:26	578	54080	27140	26940	13.47			
2035	7/11/2013	14:30	574	59740	27940	31800	15.90			
2036	7/11/2013	14:36	568	56760	26680	30080	15.04			
2037	7/11/2013	14:38	592	54840	27320	27520	13.76			
2038	7/11/2013	15:03	578	57080	27140	29940	14.97			
2039	7/11/2013	15:05	574	60300	27940	32360	16.18			
2040	7/11/2013	15:07	568	55700	26680	29020	14.51			
2041	7/11/2013	15:09	592	55360	27320	28040	14.02			
2042	7/11/2013	15:40	592	54640	27320	27320	13.66			
2043	7/11/2013	15:42	578	53120	27140	25980	12.99			
2044	7/11/2013	15:43	568	54240	26680	27560	13.78			
2045	7/11/2013	15:45	574	60660	27940	32720	16.36			
2046	7/12/2013	8:44	568	58100	26680	31420	15.71			
2047	7/12/2013	8:47	574	61680	27940	33740	16.87			
2048	7/12/2013	8:49	592	56720	27320	29400	14.70			
2049	7/12/2013	8:52	182	57820	25700	32120	16.06			
2050	7/12/2013	9:24	568	54660	26680	27980	13.99			

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**PL200141 (NON-HAZARDOUS SOIL – NORTH SHORELINE)**  
 Duwamish Sediment Other Area and Southwest Bank  
 Corrective Measure and Habitat Project  
 Boeing Plant 2  
 Seattle/Tukwila, Washington

NO.	DATE	TIME	TRUCK NO.	GROSS WT.	TARE WT.	NET WT.	TOTAL TONS			
				<b>TOTAL CUMULATIVE TONS:</b>						<b>45,586.30</b>
2051	7/12/2013	9:27	578	54140	27140	27000	13.50			
2052	7/12/2013	9:29	574	61060	27940	33120	16.56			
2053	7/12/2013	9:31	592	54960	27320	27640	13.82			
2054	7/12/2013	9:33	182	58940	25700	33240	16.62			
2055	7/12/2013	10:03	568	54300	26680	27620	13.81			
2056	7/12/2013	10:08	574	57900	27940	29960	14.98			
2057	7/12/2013	10:10	578	54620	27140	27480	13.74			
2058	7/12/2013	10:13	592	56060	27320	28740	14.37			
2059	7/12/2013	10:16	182	56940	25700	31240	15.62			
2060	7/12/2013	10:37	568	56800	26680	30120	15.06			
2061	7/12/2013	10:41	574	62120	27940	34180	17.09			
2062	7/12/2013	10:44	578	55400	27140	28260	14.13			
2063	7/12/2013	10:48	592	58500	27320	31180	15.59			
2064	7/12/2013	10:50	182	59020	25700	33320	16.66			
2065	7/12/2013	11:17	568	53880	26680	27200	13.60			
2066	7/12/2013	11:20	574	61260	27940	33320	16.66			
2067	7/12/2013	11:26	578	55160	27140	28020	14.01			
2068	7/12/2013	11:28	592	56940	27320	29620	14.81			
2069	7/12/2013	11:30	182	58160	25700	32460	16.23			
2070	7/12/2013	11:48	568	56640	26680	29960	14.98			
2071	7/12/2013	11:53	574	58100	27940	30160	15.08			
2072	7/12/2013	12:00	578	55000	27140	27860	13.93			
2073	7/12/2013	12:03	592	56360	27320	29040	14.52			
2074	7/15/2013	7:56	584	56460	26760	29700	14.85			
2075	7/15/2013	8:20	568	54220	26680	27540	13.77			
2076	7/15/2013	8:22	574	59980	27940	32040	16.02			
2077	7/15/2013	8:50	592	53220	27320	25900	12.95			
2078	7/15/2013	8:57	584	55980	26760	29220	14.61			
2079	7/15/2013	9:42	568	55280	26680	28600	14.30			
2080	7/15/2013	9:52	574	59000	27940	31060	15.53			
2081	7/15/2013	10:01	592	54480	27320	27160	13.58			
2082	7/15/2013	10:25	584	55120	26760	28360	14.18			
2083	7/15/2013	11:00	568	57400	26680	30720	15.36			
2084	7/15/2013	11:04	574	59360	27940	31420	15.71			
2085	7/15/2013	11:06	592	55840	27320	28520	14.26			
2086	7/15/2013	11:18	584	56460	26760	29700	14.85			
2087	7/15/2013	11:52	568	57180	26680	30500	15.25			
2088	7/15/2013	11:56	574	57380	27940	29440	14.72			
2089	7/15/2013	11:59	592	56620	27320	29300	14.65			
2090	7/15/2013	12:00	584	57460	26760	30700	15.35			
2091	7/15/2013	12:39	568	56500	26680	29820	14.91			
2092	7/15/2013	12:41	574	57400	27940	29460	14.73			
2093	7/15/2013	12:43	592	54740	27320	27420	13.71			
2094	7/15/2013	12:45	584	55860	26760	29100	14.55			
2095	7/15/2013	13:22	568	57840	26680	31160	15.58			
2096	7/15/2013	13:25	574	56960	27940	29020	14.51			
2097	7/15/2013	13:26	592	56500	27320	29180	14.59			
2098	7/15/2013	13:28	584	55640	26760	28880	14.44			
2099	7/15/2013	14:02	568	53140	26680	26460	13.23			
2100	7/15/2013	14:07	574	57340	27940	29400	14.70			

**TABLE C-2**

**PL200141 (NON-HAZARDOUS SOIL – NORTH SHORELINE)**  
 Duwamish Sediment Other Area and Southwest Bank  
 Corrective Measure and Habitat Project  
 Boeing Plant 2  
 Seattle/Tukwila, Washington

NO.	DATE	TIME	TRUCK NO.	GROSS WT.	TARE WT.	NET WT.	TOTAL TONS			
				<b>TOTAL CUMULATIVE TONS:</b>						<b>45,586.30</b>
2101	7/15/2013	14:09	592	55220	27320	27900	13.95			
2102	7/15/2013	14:13	584	56760	26760	30000	15.00			
2103	7/16/2013	8:26	568	55900	26680	29220	14.61			
2104	7/16/2013	8:29	182	57080	25700	31380	15.69			
2105	7/16/2013	9:10	568	52240	26680	25560	12.78			
2106	7/16/2013	9:21	182	54260	25700	28560	14.28			
2107	7/16/2013	10:02	568	54960	26680	28280	14.14			
2108	7/16/2013	10:04	182	54160	25700	28460	14.23			
2109	7/16/2013	10:49	568	53120	26680	26440	13.22			
2110	7/16/2013	10:57	182	53260	25700	27560	13.78			
2111	7/16/2013	12:03	568	57980	26680	31300	15.65			
2112	7/16/2013	12:13	182	57800	25700	32100	16.05			
2113	7/16/2013	12:49	568	53160	26680	26480	13.24			
2114	7/16/2013	13:00	182	58620	25700	32920	16.46			
2115	7/16/2013	13:45	568	56260	26680	29580	14.79			
2116	7/16/2013	13:57	182	58580	25700	32880	16.44			
2117	7/16/2013	14:55	568	57000	26680	30320	15.16			
2118	7/16/2013	15:07	182	60820	25700	35120	17.56			
2119	7/17/2013	8:20	568	55520	26680	28840	14.42			
2120	7/17/2013	8:27	182	56460	25700	30760	15.38			
2121	7/17/2013	9:14	568	60060	26680	33380	16.69			
2122	7/17/2013	9:21	182	59880	25700	34180	17.09			
2123	7/17/2013	10:02	568	59640	26680	32960	16.48			
2124	7/17/2013	10:17	182	61060	25700	35360	17.68			
2125	7/17/2013	11:04	568	56400	26680	29720	14.86			
2126	7/17/2013	11:32	182	62520	25700	36820	18.41			
2127	7/17/2013	12:36	568	59960	26680	33280	16.64			
2128	7/17/2013	13:24	182	59660	25700	33960	16.98			
2129	7/17/2013	14:10	568	61240	26680	34560	17.28			
2130	7/17/2013	14:22	182	64320	25700	38620	19.31			
2131	7/17/2013	14:45	568	59940	26680	33260	16.63			
2132	7/17/2013	14:56	182	65340	25700	39640	19.82			
2133	7/17/2013	15:18	568	60480	26680	33800	16.90			
2134	7/17/2013	15:48	182	67440	25700	41740	20.87			
2135	7/18/2013	8:07	568	58240	26680	31560	15.78			
2136	7/18/2013	8:43	568	60660	26680	33980	16.99			
2137	7/18/2013	9:24	568	57020	26680	30340	15.17			
2138	7/18/2013	10:06	568	58020	26680	31340	15.67			
2139	7/18/2013	11:07	568	56580	26680	29900	14.95			
2140	7/18/2013	12:15	568	57060	26680	30380	15.19			
2141	7/18/2013	13:02	568	59000	26680	32320	16.16			
2142	7/18/2013	14:16	568	57740	26680	31060	15.53			
2143	7/18/2013	15:08	568	56220	26680	29540	14.77			
2144	7/19/2013	7:51	564	58400	28540	29860	14.93			
2145	7/19/2013	7:54	568	53460	26680	26780	13.39			
2146	7/19/2013	7:59	184	57980	25440	32540	16.27			
2147	7/19/2013	8:09	592	55720	27320	28400	14.20			
2148	7/19/2013	8:23	564	58300	28540	29760	14.88			
2149	7/19/2013	8:28	568	56440	26680	29760	14.88			
2150	7/19/2013	8:32	184	57860	25440	32420	16.21			

**TABLE C-2**

**PL200141 (NON-HAZARDOUS SOIL – NORTH SHORELINE)**  
 Duwamish Sediment Other Area and Southwest Bank  
 Corrective Measure and Habitat Project  
 Boeing Plant 2  
 Seattle/Tukwila, Washington

NO.	DATE	TIME	TRUCK NO.	GROSS WT.	TARE WT.	NET WT.	TOTAL TONS			
				<b>TOTAL CUMULATIVE TONS:</b>						<b>45,586.30</b>
2151	7/19/2013	8:45	592	56860	27320	29540	14.77			
2152	7/19/2013	9:04	564	59180	28540	30640	15.32			
2153	7/19/2013	9:06	568	56320	26680	29640	14.82			
2154	7/19/2013	9:15	184	61140	25440	35700	17.85			
2155	7/19/2013	9:24	592	55240	27320	27920	13.96			
2156	7/19/2013	9:48	564	60280	28540	31740	15.87			
2157	7/19/2013	9:55	568	57480	26680	30800	15.40			
2158	7/19/2013	10:05	184	58460	25440	33020	16.51			
2159	7/19/2013	10:09	592	55080	27320	27760	13.88			
2160	7/19/2013	10:28	564	63860	28540	35320	17.66			
2161	7/19/2013	10:34	568	58960	26680	32280	16.14			
2162	7/19/2013	10:45	184	58240	25440	32800	16.40			
2163	7/19/2013	10:54	592	57500	27320	30180	15.09			
2164	7/19/2013	11:12	564	59520	28540	30980	15.49			
2165	7/19/2013	11:14	568	57200	26680	30520	15.26			
2166	7/19/2013	11:25	184	57120	25440	31680	15.84			
2167	7/19/2013	11:28	592	56160	27320	28840	14.42			
2168	7/19/2013	11:44	564	62000	28540	33460	16.73			
2169	7/19/2013	11:51	568	54140	26680	27460	13.73			
2170	7/19/2013	12:02	184	59820	25440	34380	17.19			
2171	7/19/2013	12:12	592	56300	27320	28980	14.49			
2172	7/19/2013	12:18	564	60100	28540	31560	15.78			
2173	7/19/2013	12:34	568	61020	26680	34340	17.17			
2174	7/19/2013	12:46	184	55440	25440	30000	15.00			
2175	7/19/2013	12:52	592	57280	27320	29960	14.98			
2176	7/19/2013	12:56	564	58900	28540	30360	15.18			
2177	7/19/2013	13:02	568	57020	26680	30340	15.17			
2178	7/19/2013	13:28	184	57280	25440	31840	15.92			
2179	7/19/2013	13:30	592	58700	27320	31380	15.69			
2180	7/19/2013	13:36	564	60140	28540	31600	15.80			
2181	7/19/2013	13:40	568	57540	26680	30860	15.43			
2182	7/19/2013	14:03	184	57840	25440	32400	16.20			
2183	7/19/2013	14:21	592	57800	27320	30480	15.24			
2184	7/19/2013	14:26	564	62820	28540	34280	17.14			
2185	7/19/2013	14:30	568	58340	26680	31660	15.83			
2186	7/19/2013	14:46	184	59940	25440	34500	17.25			
2187	7/19/2013	14:55	592	55640	27320	28320	14.16			
2188	7/19/2013	14:57	564	59960	28540	31420	15.71			
2189	7/19/2013	15:09	568	57600	26680	30920	15.46			
2190	7/19/2013	15:20	184	58160	25440	32720	16.36			
2191	7/19/2013	15:30	592	57920	27320	30600	15.30			
2192	7/19/2013	15:32	564	60060	28540	31520	15.76			
2193	7/22/2013	7:42	184	58240	25440	32800	16.40			
2194	7/22/2013	7:48	568	55860	26680	29180	14.59			
2195	7/22/2013	8:06	566	64540	28040	36500	18.25			
2196	7/22/2013	8:24	592	57840	27320	30520	15.26			
2197	7/22/2013	8:33	184	58740	25440	33300	16.65			
2198	7/22/2013	8:59	107	51420	24480	26940	13.47			
2199	7/22/2013	9:02	566	65060	28040	37020	18.51			
2200	7/22/2013	9:08	568	61760	26680	35080	17.54			

**TABLE C-2**

**PL200141 (NON-HAZARDOUS SOIL – NORTH SHORELINE)**  
 Duwamish Sediment Other Area and Southwest Bank  
 Corrective Measure and Habitat Project  
 Boeing Plant 2  
 Seattle/Tukwila, Washington

NO.	DATE	TIME	TRUCK NO.	GROSS WT.	TARE WT.	NET WT.	TOTAL TONS			
				<b>TOTAL CUMULATIVE TONS:</b>						<b>45,586.30</b>
2201	7/22/2013	9:17	592	60940	27320	33620	16.81			
2202	7/22/2013	9:26	184	63040	25440	37600	18.80			
2203	7/22/2013	9:34	107	55080	24480	30600	15.30			
2204	7/22/2013	9:48	566	65180	28040	37140	18.57			
2205	7/22/2013	9:54	568	63620	26680	36940	18.47			
2206	7/22/2013	10:02	592	61780	27320	34460	17.23			
2207	7/22/2013	10:29	107	59760	24480	35280	17.64			
2208	7/22/2013	10:36	184	63800	25440	38360	19.18			
2209	7/22/2013	10:45	566	67220	28040	39180	19.59			
2210	7/22/2013	10:49	568	60340	26680	33660	16.83			
2211	7/22/2013	11:02	592	62560	27320	35240	17.62			
2212	7/22/2013	11:45	107	58400	24480	33920	16.96			
2213	7/22/2013	11:48	184	67440	25440	42000	21.00			
2214	7/22/2013	11:57	568	62160	26680	35480	17.74			
2215	7/22/2013	12:04	566	66720	28040	38680	19.34			
2216	7/22/2013	12:36	592	58540	27320	31220	15.61			
2217	7/22/2013	13:01	107	55640	24480	31160	15.58			
2218	7/22/2013	13:11	568	63100	26680	36420	18.21			
2219	7/22/2013	13:16	584	62240	26760	35480	17.74			
2220	7/22/2013	13:18	566	63820	28040	35780	17.89			
2221	7/22/2013	13:26	592	58960	27320	31640	15.82			
2222	7/22/2013	14:04	107	59720	24480	35240	17.62			
2223	7/22/2013	14:09	568	61060	26680	34380	17.19			
2224	7/22/2013	14:20	184	61440	25440	36000	18.00			
2225	7/22/2013	14:24	566	62480	28040	34440	17.22			
2226	7/22/2013	14:27	592	56980	27320	29660	14.83			
2227	7/22/2013	15:12	107	55600	24480	31120	15.56			
2228	7/22/2013	15:14	568	57940	26680	31260	15.63			
2229	7/22/2013	15:18	566	63200	28040	35160	17.58			
2230	7/22/2013	15:21	184	55420	25440	29980	14.99			
2231	7/22/2013	15:23	592	57760	27320	30440	15.22			
2232	7/23/2013	7:44	568	55180	26680	28500	14.25			
2233	7/23/2013	7:50	590	58220	27000	31220	15.61			
2234	7/23/2013	7:52	584	56520	26760	29760	14.88			
2235	7/23/2013	8:02	184	58700	25440	33260	16.63			
2236	7/23/2013	8:39	568	58960	26680	32280	16.14			
2237	7/23/2013	8:42	107	56040	24480	31560	15.78			
2238	7/23/2013	8:51	590	57680	27000	30680	15.34			
2239	7/23/2013	9:01	584	58620	26760	31860	15.93			
2240	7/23/2013	9:15	184	57920	25440	32480	16.24			
2241	7/23/2013	9:58	568	61340	26680	34660	17.33			
2242	7/23/2013	10:01	107	55300	24480	30820	15.41			
2243	7/23/2013	10:11	590	58480	27000	31480	15.74			
2244	7/23/2013	10:17	584	58280	26760	31520	15.76			
2245	7/23/2013	10:26	184	60320	25440	34880	17.44			
2246	7/23/2013	10:49	568	60200	26680	33520	16.76			
2247	7/23/2013	10:56	107	56040	24480	31560	15.78			
2248	7/23/2013	11:02	590	61060	27000	34060	17.03			
2249	7/23/2013	11:21	584	62580	26760	35820	17.91			
2250	7/23/2013	11:32	184	61380	25440	35940	17.97			

**TABLE C-2**

**PL200141 (NON-HAZARDOUS SOIL – NORTH SHORELINE)**  
 Duwamish Sediment Other Area and Southwest Bank  
 Corrective Measure and Habitat Project  
 Boeing Plant 2  
 Seattle/Tukwila, Washington

NO.	DATE	TIME	TRUCK NO.	GROSS WT.	TARE WT.	NET WT.	TOTAL TONS			
				<b>TOTAL CUMULATIVE TONS:</b>						<b>45,586.30</b>
2251	7/23/2013	12:00	568	62060	26680	35380	17.69			
2252	7/23/2013	12:12	107	53800	24480	29320	14.66			
2253	7/23/2013	12:21	590	62200	27000	35200	17.60			
2254	7/23/2013	13:16	584	62500	26760	35740	17.87			
2255	7/23/2013	13:25	184	61080	25440	35640	17.82			
2256	7/23/2013	13:37	568	61580	26680	34900	17.45			
2257	7/23/2013	14:00	590	56460	27000	29460	14.73			
2258	7/23/2013	14:02	584	60520	26760	33760	16.88			
2259	7/23/2013	14:08	184	61100	25440	35660	17.83			
2260	7/23/2013	14:44	568	62180	26680	35500	17.75			
2261	7/23/2013	14:47	590	60720	27000	33720	16.86			
2262	7/23/2013	14:49	584	64220	26760	37460	18.73			
2263	7/23/2013	14:51	184	63040	25440	37600	18.80			
2264	7/23/2013	15:17	568	58160	26680	31480	15.74			
2265	7/23/2013	15:18	590	60040	27000	33040	16.52			
2266	7/23/2013	15:21	584	58380	26760	31620	15.81			
2267	7/23/2013	15:27	184	61100	25440	35660	17.83			
2268	7/24/2013	7:50	568	56780	26680	30100	15.05			
2269	7/24/2013	7:55	184	58700	25440	33260	16.63			
2270	7/24/2013	8:03	574	62540	27940	34600	17.30			
2271	7/24/2013	8:06	584	57780	26760	31020	15.51			
2272	7/24/2013	8:51	568	62200	26680	35520	17.76			
2273	7/24/2013	8:53	184	59420	25440	33980	16.99			
2274	7/24/2013	9:03	574	64800	27940	36860	18.43			
2275	7/24/2013	9:06	584	60840	26760	34080	17.04			
2276	7/24/2013	9:37	184	61760	25440	36320	18.16			
2277	7/24/2013	9:53	568	61840	26680	35160	17.58			
2278	7/24/2013	10:10	574	65000	27940	37060	18.53			
2279	7/24/2013	10:13	584	61820	26760	35060	17.53			
2280	7/24/2013	10:24	184	60720	25440	35280	17.64			
2281	7/24/2013	11:00	568	58060	26680	31380	15.69			
2282	7/24/2013	11:32	574	63880	27940	35940	17.97			
2283	7/24/2013	11:35	584	60860	26760	34100	17.05			
2284	7/24/2013	11:46	184	58740	25440	33300	16.65			
2285	7/24/2013	12:24	568	61920	26680	35240	17.62			
2286	7/24/2013	12:59	574	63280	27940	35340	17.67			
2287	7/24/2013	13:08	584	60860	26760	34100	17.05			
2288	7/24/2013	13:26	184	62480	25440	37040	18.52			
2289	7/24/2013	14:06	568	60740	26680	34060	17.03			
2290	7/24/2013	14:16	574	65360	27940	37420	18.71			
2291	7/24/2013	14:37	584	62540	26760	35780	17.89			
2292	7/24/2013	14:39	184	62780	25440	37340	18.67			
2293	7/24/2013	15:11	568	60840	26680	34160	17.08			
2294	7/24/2013	15:22	574	65140	27940	37200	18.60			
2295	7/25/2013	8:49	184	59100	25440	33660	16.83			
2296	7/25/2013	9:01	584	61300	26760	34540	17.27			
2297	7/25/2013	9:22	568	59020	26680	32340	16.17			
2298	7/25/2013	9:27	198	60980	26440	34540	17.27			
2299	7/25/2013	11:14	184	60580	25440	35140	17.57			
2300	7/25/2013	11:21	584	57900	26760	31140	15.57			

**TABLE C-2**

**PL200141 (NON-HAZARDOUS SOIL – NORTH SHORELINE)**  
 Duwamish Sediment Other Area and Southwest Bank  
 Corrective Measure and Habitat Project  
 Boeing Plant 2  
 Seattle/Tukwila, Washington

NO.	DATE	TIME	TRUCK NO.	GROSS WT.	TARE WT.	NET WT.	TOTAL TONS			
				<b>TOTAL CUMULATIVE TONS:</b>						<b>45,586.30</b>
2301	7/25/2013	11:28	568	60540	26680	33860	16.93			
2302	7/25/2013	11:33	198	62860	26440	36420	18.21			
2303	7/25/2013	12:10	184	64680	25440	39240	19.62			
2304	7/25/2013	12:23	198	61000	26440	34560	17.28			
2305	7/25/2013	12:28	584	61080	26760	34320	17.16			
2306	7/25/2013	12:31	568	61880	26680	35200	17.60			
2307	7/25/2013	13:09	184	62040	25440	36600	18.30			
2308	7/25/2013	13:12	198	61000	26440	34560	17.28			
2309	7/25/2013	13:15	584	61420	26760	34660	17.33			
2310	7/25/2013	13:19	568	57260	26680	30580	15.29			
2311	7/25/2013	13:42	184	59300	25440	33860	16.93			
2312	7/25/2013	13:48	198	63260	26440	36820	18.41			
2313	7/25/2013	13:53	584	61820	26760	35060	17.53			
2314	7/25/2013	13:55	568	61880	26680	35200	17.60			
2315	7/25/2013	14:18	198	66460	26440	40020	20.01			
2316	7/25/2013	14:21	184	62340	25440	36900	18.45			
2317	7/25/2013	14:34	584	59300	26760	32540	16.27			
2318	7/25/2013	14:39	568	62520	26680	35840	17.92			
2319	7/25/2013	14:51	184	60600	25440	35160	17.58			
2320	7/25/2013	15:11	584	62240	26760	35480	17.74			
2321	7/25/2013	15:14	568	60840	26680	34160	17.08			
2322	7/25/2013	15:27	184	61680	25440	36240	18.12			
2323	7/26/2013	8:31	184	57240	25440	31800	15.90			
2324	7/26/2013	8:34	198	60040	26440	33600	16.80			
2325	7/26/2013	8:39	590	57200	27000	30200	15.10			
2326	7/26/2013	8:44	568	55820	26680	29140	14.57			
2327	7/26/2013	9:12	184	57240	25440	31800	15.90			
2328	7/26/2013	9:14	198	57060	26440	30620	15.31			
2329	7/26/2013	9:18	590	54540	27000	27540	13.77			
2330	7/26/2013	9:23	568	62640	26680	35960	17.98			
2331	7/26/2013	9:51	184	60960	25440	35520	17.76			
2332	7/26/2013	9:54	198	63100	26440	36660	18.33			
2333	7/26/2013	9:55	590	58200	27000	31200	15.60			
2334	7/26/2013	10:00	568	58420	26680	31740	15.87			
2335	7/26/2013	10:23	198	61500	26440	35060	17.53			
2336	7/26/2013	10:26	590	57040	27000	30040	15.02			
2337	7/26/2013	10:33	184	58580	25440	33140	16.57			
2338	7/26/2013	10:40	568	58380	26680	31700	15.85			
2339	7/26/2013	10:58	590	59040	27000	32040	16.02			
2340	7/26/2013	11:02	198	61140	26440	34700	17.35			
2341	7/26/2013	11:09	184	62620	25440	37180	18.59			
2342	7/26/2013	11:14	568	58600	26680	31920	15.96			
2343	7/26/2013	11:33	590	60360	27000	33360	16.68			
2344	7/26/2013	11:35	198	58420	26440	31980	15.99			
2345	7/26/2013	11:45	184	61800	25440	36360	18.18			
2346	7/26/2013	11:47	568	60700	26680	34020	17.01			
2347	7/26/2013	12:03	590	58520	27000	31520	15.76			
2348	7/26/2013	12:05	198	61700	26440	35260	17.63			
2349	7/31/2013	8:17	182	57500	25700	31800	15.90			
2350	7/31/2013	8:26	584	57840	26760	31080	15.54			

TABLE C-2

**PL200141 (NON-HAZARDOUS SOIL – NORTH SHORELINE)**  
 Duwamish Sediment Other Area and Southwest Bank  
 Corrective Measure and Habitat Project  
 Boeing Plant 2  
 Seattle/Tukwila, Washington

NO.	DATE	TIME	TRUCK NO.	GROSS WT.	TARE WT.	NET WT.	TOTAL TONS			
				<b>TOTAL CUMULATIVE TONS:</b>						<b>45,586.30</b>
2351	7/31/2013	8:29	564	62620	28540	34080	17.04			
2352	7/31/2013	8:35	198	56280	26440	29840	14.92			
2353	7/31/2013	9:28	182	64060	25700	38360	19.18			
2354	7/31/2013	9:41	584	60560	26760	33800	16.90			
2355	7/31/2013	9:43	564	59960	28540	31420	15.71			
2356	7/31/2013	9:46	198	60780	26440	34340	17.17			
2357	7/31/2013	10:29	182	60940	25700	35240	17.62			
2358	7/31/2013	10:40	584	63420	26760	36660	18.33			
2359	7/31/2013	10:44	564	61540	28540	33000	16.50			
2360	7/31/2013	10:46	198	61200	26440	34760	17.38			
2361	7/31/2013	11:43	182	58640	25700	32940	16.47			
2362	7/31/2013	11:54	584	56020	26760	29260	14.63			
2363	7/31/2013	11:56	564	63400	28540	34860	17.43			
2364	7/31/2013	11:58	198	62800	26440	36360	18.18			
2365	7/31/2013	12:56	182	60740	25700	35040	17.52			
2366	7/31/2013	13:01	584	58500	26760	31740	15.87			
2367	7/31/2013	13:07	564	63500	28540	34960	17.48			
2368	7/31/2013	13:10	198	60460	26440	34020	17.01			
2369	7/31/2013	14:03	182	59660	25700	33960	16.98			
2370	7/31/2013	14:09	584	58340	26760	31580	15.79			
2371	7/31/2013	14:14	564	63320	28540	34780	17.39			
2372	7/31/2013	14:19	198	63100	26440	36660	18.33			
2373	7/31/2013	14:54	182	60000	25700	34300	17.15			
2374	7/31/2013	14:57	584	57600	26760	30840	15.42			
2375	7/31/2013	14:59	564	66080	28540	37540	18.77			
2376	7/31/2013	15:05	198	61860	26440	35420	17.71			
2377	7/31/2013	15:40	182	62260	25700	36560	18.28			
2378	8/1/2013	8:16	584	59280	26760	32520	16.26			
2379	8/1/2013	8:18	184	62580	25440	37140	18.57			
2380	8/1/2013	8:24	182	64140	25700	38440	19.22			
2381	8/1/2013	8:27	568	60780	26680	34100	17.05			
2382	8/1/2013	9:15	184	63180	25440	37740	18.87			
2383	8/1/2013	9:17	584	60380	26760	33620	16.81			
2384	8/1/2013	9:30	182	60740	25700	35040	17.52			
2385	8/1/2013	9:33	568	60460	26680	33780	16.89			
2386	8/1/2013	10:45	584	60460	26760	33700	16.85			
2387	8/1/2013	10:47	184	63220	25440	37780	18.89			
2388	8/1/2013	10:49	182	60040	25700	34340	17.17			
2389	8/1/2013	11:04	568	59880	26680	33200	16.60			
2390	8/1/2013	11:36	584	63300	26760	36540	18.27			
2391	8/1/2013	11:48	182	63680	25700	37980	18.99			
2392	8/1/2013	12:04	568	64580	26680	37900	18.95			
2393	8/1/2013	13:07	584	58340	26760	31580	15.79			
2394	8/1/2013	13:09	182	57400	25700	31700	15.85			
2395	8/1/2013	13:22	568	57720	26680	31040	15.52			
2396	8/1/2013	14:16	584	59120	26760	32360	16.18			
2397	8/1/2013	14:18	182	58060	25700	32360	16.18			
2398	8/1/2013	14:25	568	57360	26680	30680	15.34			
2399	8/1/2013	15:04	584	58220	26760	31460	15.73			
2400	8/1/2013	15:06	568	55840	26680	29160	14.58			

TABLE C-2

**PL200141 (NON-HAZARDOUS SOIL – NORTH SHORELINE)**

Duwamish Sediment Other Area and Southwest Bank  
 Corrective Measure and Habitat Project  
 Boeing Plant 2  
 Seattle/Tukwila, Washington

NO.	DATE	TIME	TRUCK NO.	GROSS WT.	TARE WT.	NET WT.	TOTAL TONS			
				<b>TOTAL CUMULATIVE TONS:</b>						<b>45,586.30</b>
2401	8/1/2013	15:10	182	56160	25700	30460	15.23			
2402	8/2/2013	8:16	568	58680	26680	32000	16.00			
2403	8/2/2013	8:24	184	59000	25440	33560	16.78			
2404	8/2/2013	8:27	182	60320	25700	34620	17.31			
2405	8/2/2013	10:08	568	61080	26680	34400	17.20			
2406	8/2/2013	10:32	184	58460	25440	33020	16.51			
2407	8/2/2013	10:35	182	61800	25700	36100	18.05			
2408	8/2/2013	11:38	584	59640	26760	32880	16.44			
2409	8/2/2013	12:10	568	59220	26680	32540	16.27			
2410	8/2/2013	12:15	184	61020	25440	35580	17.79			
2411	8/2/2013	12:19	182	59040	25700	33340	16.67			
2412	8/2/2013	13:08	584	59400	26760	32640	16.32			
2413	8/2/2013	13:22	568	58460	26680	31780	15.89			
2414	8/2/2013	13:31	184	58720	25440	33280	16.64			
2415	8/2/2013	13:33	182	59200	25700	33500	16.75			
2416	8/2/2013	14:50	584	60240	26760	33480	16.74			
2417	8/2/2013	14:55	568	60640	26680	33960	16.98			
2418	8/2/2013	14:59	184	59040	25440	33600	16.80			
2419	8/2/2013	15:19	182	57400	25700	31700	15.85			
2420	8/5/2013	8:30	182	57520	25700	31820	15.91			
2421	8/5/2013	8:35	184	63080	25440	37640	18.82			
2422	8/5/2013	8:54	568	63280	26680	36600	18.30			
2423	8/5/2013	9:11	584	58680	26760	31920	15.96			
2424	8/5/2013	10:35	182	62640	25700	36940	18.47			
2425	8/5/2013	10:39	184	64960	25440	39520	19.76			
2426	8/5/2013	11:13	568	62720	26680	36040	18.02			
2427	8/5/2013	11:29	584	51640	26760	24880	12.44			
2428	8/5/2013	12:02	182	60480	25700	34780	17.39			
2429	8/5/2013	12:09	184	65240	25440	39800	19.90			
2430	8/5/2013	12:28	568	62740	26680	36060	18.03			
2431	8/5/2013	12:33	584	60580	26760	33820	16.91			
2432	8/5/2013	13:01	182	56560	25700	30860	15.43			
2433	8/5/2013	13:04	184	59800	25440	34360	17.18			
2434	8/5/2013	13:16	568	57320	26680	30640	15.32			
2435	8/5/2013	13:20	584	59000	26760	32240	16.12			
2436	8/5/2013	14:01	182	59460	25700	33760	16.88			
2437	8/5/2013	14:03	184	58560	25440	33120	16.56			
2438	8/5/2013	14:13	568	57240	26680	30560	15.28			
2439	8/5/2013	14:18	584	57620	26760	30860	15.43			
2440	8/5/2013	14:48	182	57200	25700	31500	15.75			
2441	8/5/2013	14:51	184	58140	25440	32700	16.35			
2442	8/5/2013	15:04	568	53480	26680	26800	13.40			
2443	8/5/2013	15:07	584	57080	26760	30320	15.16			
2444	8/5/2013	15:36	182	54980	25700	29280	14.64			
2445	8/5/2013	15:39	184	59200	25440	33760	16.88			
2446	8/5/2013	15:50	568	56880	26680	30200	15.10			
2447	8/5/2013	15:55	584	58200	26760	31440	15.72			
2448	8/6/2013	8:16	184	58260	25440	32820	16.41			
2449	8/6/2013	8:20	182	59100	25700	33400	16.70			
2450	8/6/2013	8:23	568	58920	26680	32240	16.12			

TABLE C-2

**PL200141 (NON-HAZARDOUS SOIL – NORTH SHORELINE)**

Duwamish Sediment Other Area and Southwest Bank  
 Corrective Measure and Habitat Project  
 Boeing Plant 2  
 Seattle/Tukwila, Washington

NO.	DATE	TIME	TRUCK NO.	GROSS WT.	TARE WT.	NET WT.	TOTAL TONS			
				<b>TOTAL CUMULATIVE TONS:</b>						<b>45,586.30</b>
2451	8/6/2013	9:18	184	58780	25440	33340	16.67			
2452	8/6/2013	9:20	182	59140	25700	33440	16.72			
2453	8/6/2013	9:22	568	58920	26680	32240	16.12			
2454	8/6/2013	10:35	182	58160	25700	32460	16.23			
2455	8/6/2013	10:38	568	55600	26680	28920	14.46			
2456	8/6/2013	10:40	184	58580	25440	33140	16.57			
2457	8/6/2013	11:11	182	54700	25700	29000	14.50			
2458	8/6/2013	11:14	184	56420	25440	30980	15.49			
2459	8/6/2013	11:19	568	57080	26680	30400	15.20			
2460	8/6/2013	11:49	182	58280	25700	32580	16.29			
2461	8/6/2013	11:51	184	58040	25440	32600	16.30			
2462	8/6/2013	11:53	568	57060	26680	30380	15.19			
2463	8/6/2013	12:30	568	56340	26680	29660	14.83			
2464	8/6/2013	12:33	182	54580	25700	28880	14.44			
2465	8/6/2013	12:35	184	59840	25440	34400	17.20			
2466	8/6/2013	13:04	568	56320	26680	29640	14.82			
2467	8/6/2013	13:06	182	57320	25700	31620	15.81			
2468	8/6/2013	13:08	184	56420	25440	30980	15.49			
2469	8/6/2013	13:44	568	57340	26680	30660	15.33			
2470	8/6/2013	13:48	182	57100	25700	31400	15.70			
2471	8/6/2013	13:55	184	57000	25440	31560	15.78			
2472	8/6/2013	14:15	568	57140	26680	30460	15.23			
2473	8/6/2013	14:23	182	54920	25700	29220	14.61			
2474	8/6/2013	14:33	184	58060	25440	32620	16.31			
2475	8/6/2013	14:49	568	56500	26680	29820	14.91			
2476	8/6/2013	15:03	182	55600	25700	29900	14.95			
2477	8/6/2013	15:14	184	56240	25440	30800	15.40			
2478	8/6/2013	15:22	568	56720	26680	30040	15.02			
2479	8/6/2013	15:46	182	57000	25700	31300	15.65			
2480	8/7/2013	8:07	584	53960	26760	27200	13.60			
2481	8/7/2013	8:23	184	56440	25440	31000	15.50			
2482	8/7/2013	8:26	182	56460	25700	30760	15.38			
2483	8/7/2013	8:42	584	55240	26760	28480	14.24			
2484	8/7/2013	9:01	198	58540	26440	32100	16.05			
2485	8/7/2013	9:12	184	57280	25440	31840	15.92			
2486	8/7/2013	9:15	182	55880	25700	30180	15.09			
2487	8/7/2013	9:44	584	56180	26760	29420	14.71			
2488	8/7/2013	9:50	198	57080	26440	30640	15.32			
2489	8/7/2013	9:59	184	56700	25440	31260	15.63			
2490	8/7/2013	10:02	182	59100	25700	33400	16.70			
2491	8/7/2013	10:19	584	55900	26760	29140	14.57			
2492	8/7/2013	10:21	198	58520	26440	32080	16.04			
2493	8/7/2013	10:30	184	56180	25440	30740	15.37			
2494	8/7/2013	10:39	182	53500	25700	27800	13.90			
2495	8/7/2013	10:59	584	56440	26760	29680	14.84			
2496	8/7/2013	11:01	198	56820	26440	30380	15.19			
2497	8/7/2013	11:11	184	56500	25440	31060	15.53			
2498	8/7/2013	11:19	182	57520	25700	31820	15.91			
2499	8/7/2013	11:48	584	56180	26760	29420	14.71			
2500	8/7/2013	11:50	198	56980	26440	30540	15.27			

TABLE C-2

**PL200141 (NON-HAZARDOUS SOIL – NORTH SHORELINE)**

Duwamish Sediment Other Area and Southwest Bank  
 Corrective Measure and Habitat Project  
 Boeing Plant 2  
 Seattle/Tukwila, Washington

NO.	DATE	TIME	TRUCK NO.	GROSS WT.	TARE WT.	NET WT.	TOTAL TONS			
				<b>TOTAL CUMULATIVE TONS:</b>						<b>45,586.30</b>
2501	8/7/2013	11:54	184	59000	25440	33560	16.78			
2502	8/7/2013	12:04	182	56200	25700	30500	15.25			
2503	8/7/2013	12:18	584	56400	26760	29640	14.82			
2504	8/7/2013	12:20	198	55540	26440	29100	14.55			
2505	8/7/2013	12:25	184	56160	25440	30720	15.36			
2506	8/7/2013	12:42	182	55920	25700	30220	15.11			
2507	8/7/2013	12:49	584	55380	26760	28620	14.31			
2508	8/7/2013	12:51	198	58460	26440	32020	16.01			
2509	8/7/2013	12:57	184	56980	25440	31540	15.77			
2510	8/7/2013	13:19	182	55440	25700	29740	14.87			
2511	8/7/2013	13:22	584	55880	26760	29120	14.56			
2512	8/7/2013	13:24	198	58100	26440	31660	15.83			
2513	8/7/2013	13:30	184	56460	25440	31020	15.51			
2514	8/7/2013	13:59	182	56420	25700	30720	15.36			
2515	8/7/2013	14:04	584	56060	26760	29300	14.65			
2516	8/7/2013	14:06	198	58220	26440	31780	15.89			
2517	8/7/2013	14:08	184	57440	25440	32000	16.00			
2518	8/7/2013	14:41	182	57220	25700	31520	15.76			
2519	8/7/2013	14:46	584	58160	26760	31400	15.70			
2520	8/7/2013	14:48	198	56720	26440	30280	15.14			
2521	8/7/2013	15:16	182	57280	25700	31580	15.79			
2522	8/7/2013	15:35	584	57000	26760	30240	15.12			
2523	8/7/2013	15:38	198	56900	26440	30460	15.23			
2524	8/8/2013	8:23	184	57120	25440	31680	15.84			
2525	8/8/2013	8:27	198	58240	26440	31800	15.90			
2526	8/8/2013	8:32	584	54320	26760	27560	13.78			
2527	8/8/2013	9:06	184	56140	25440	30700	15.35			
2528	8/8/2013	9:08	198	59000	26440	32560	16.28			
2529	8/8/2013	9:22	584	59160	26760	32400	16.20			
2530	8/8/2013	9:59	184	59160	25440	33720	16.86			
2531	8/8/2013	10:02	198	58140	26440	31700	15.85			
2532	8/8/2013	10:25	584	55720	26760	28960	14.48			
2533	8/8/2013	11:14	184	58060	25440	32620	16.31			
2534	8/8/2013	11:18	198	61700	26440	35260	17.63			
2535	8/8/2013	11:31	584	55920	26760	29160	14.58			
2536	8/8/2013	12:13	184	55280	25440	29840	14.92			
2537	8/8/2013	12:15	198	57480	26440	31040	15.52			
2538	8/12/2013	7:54	184	59300	25440	33860	16.93			
2539	8/12/2013	8:01	182	54760	25700	29060	14.53			
2540	8/12/2013	8:35	184	58380	25440	32940	16.47			
2541	8/12/2013	8:44	182	61060	25700	35360	17.68			
2542	8/12/2013	9:27	184	61100	25440	35660	17.83			
2543	8/12/2013	9:34	1	52760	24640	28120	14.06			
2544	8/12/2013	9:36	182	61660	25700	35960	17.98			
2545	8/12/2013	10:11	1	53500	24640	28860	14.43			
2546	8/12/2013	10:23	184	57360	25440	31920	15.96			
2547	8/12/2013	10:30	182	58980	25700	33280	16.64			
2548	8/12/2013	10:54	1	54160	24640	29520	14.76			
2549	8/12/2013	10:57	184	55320	25440	29880	14.94			
2550	8/12/2013	11:04	182	59500	25700	33800	16.90			

TABLE C-2

**PL200141 (NON-HAZARDOUS SOIL – NORTH SHORELINE)**  
 Duwamish Sediment Other Area and Southwest Bank  
 Corrective Measure and Habitat Project  
 Boeing Plant 2  
 Seattle/Tukwila, Washington

NO.	DATE	TIME	TRUCK NO.	GROSS WT.	TARE WT.	NET WT.	TOTAL TONS			
				<b>TOTAL CUMULATIVE TONS:</b>						<b>45,586.30</b>
2551	8/12/2013	11:29	1	54660	24640	30020	15.01			
2552	8/12/2013	11:35	184	58980	25440	33540	16.77			
2553	8/12/2013	11:48	182	61420	25700	35720	17.86			
2554	8/12/2013	12:17	184	59940	25440	34500	17.25			
2555	8/12/2013	12:30	182	60420	25700	34720	17.36			
2556	8/12/2013	13:01	184	59260	25440	33820	16.91			
2557	8/12/2013	13:12	182	60460	25700	34760	17.38			
2558	8/12/2013	13:39	184	60340	25440	34900	17.45			
2559	8/12/2013	13:56	182	60920	25700	35220	17.61			
2560	8/12/2013	14:15	1	54880	24640	30240	15.12			
2561	8/12/2013	14:25	184	59860	25440	34420	17.21			
2562	8/12/2013	14:52	182	57820	25700	32120	16.06			
2563	8/12/2013	15:06	1	55260	24640	30620	15.31			
2564	8/12/2013	15:42	184	56480	25440	31040	15.52			
2565	8/13/2013	7:49	1	52360	24640	27720	13.86			
2566	8/13/2013	7:56	7	58460	24640	33820	16.91			
2567	8/13/2013	7:56	184	59260	25440	33820	16.91			
2568	8/13/2013	8:07	182	58400	25700	32700	16.35			
2569	8/13/2013	8:26	10	55500	24160	31340	15.67			
2570	8/13/2013	8:31	6	58460	26320	32140	16.07			
2571	8/13/2013	8:39	584	53740	26760	26980	13.49			
2572	8/13/2013	8:57	1	57540	24640	32900	16.45			
2573	8/13/2013	9:04	184	57080	25440	31640	15.82			
2574	8/13/2013	9:06	7	53600	24640	28960	14.48			
2575	8/13/2013	9:14	182	57700	25700	32000	16.00			
2576	8/13/2013	9:34	R-62	58340	26840	31500	15.75			
2577	8/13/2013	10:10	10	57100	24160	32940	16.47			
2578	8/13/2013	10:13	6	59380	26320	33060	16.53			
2579	8/13/2013	10:18	584	56340	26760	29580	14.79			
2580	8/13/2013	11:00	1	54000	24640	29360	14.68			
2581	8/13/2013	11:12	184	61660	25440	36220	18.11			
2582	8/13/2013	11:15	7	55120	24640	30480	15.24			
2583	8/13/2013	11:36	182	61880	25700	36180	18.09			
2584	8/13/2013	11:45	R-62	54980	26840	28140	14.07			
2585	8/13/2013	11:48	6	60680	26320	34360	17.18			
2586	8/13/2013	11:50	584	59860	26760	33100	16.55			
2587	8/13/2013	11:59	1	55540	24640	30900	15.45			
2588	8/13/2013	12:21	184	56980	25440	31540	15.77			
2589	8/13/2013	12:24	7	52260	24640	27620	13.81			
2590	8/13/2013	12:32	182	59220	25700	33520	16.76			
2591	8/13/2013	12:35	R-62	55740	26840	28900	14.45			
2592	8/13/2013	13:05	584	57240	26760	30480	15.24			
2593	8/13/2013	13:07	6	58460	26320	32140	16.07			
2594	8/13/2013	13:10	1	53940	24640	29300	14.65			
2595	8/13/2013	13:38	184	58320	25440	32880	16.44			
2596	8/13/2013	13:40	7	54320	24640	29680	14.84			
2597	8/13/2013	13:45	182	62300	25700	36600	18.30			
2598	8/13/2013	13:58	584	56860	26760	30100	15.05			
2599	8/13/2013	14:04	1	54980	24640	30340	15.17			
2600	8/13/2013	14:22	184	60500	25440	35060	17.53			

TABLE C-2

**PL200141 (NON-HAZARDOUS SOIL – NORTH SHORELINE)**

Duwamish Sediment Other Area and Southwest Bank  
 Corrective Measure and Habitat Project  
 Boeing Plant 2  
 Seattle/Tukwila, Washington

NO.	DATE	TIME	TRUCK NO.	GROSS WT.	TARE WT.	NET WT.	TOTAL TONS			
				<b>TOTAL CUMULATIVE TONS:</b>						<b>45,586.30</b>
2601	8/13/2013	14:26	7	58340	24640	33700	16.85			
2602	8/13/2013	14:28	182	61300	25700	35600	17.80			
2603	8/13/2013	14:44	584	58820	26760	32060	16.03			
2604	8/13/2013	14:54	1	56680	24640	32040	16.02			
2605	8/13/2013	15:03	184	63800	25440	38360	19.18			
2606	8/13/2013	15:14	182	62640	25700	36940	18.47			
2607	8/13/2013	15:17	7	54080	24640	29440	14.72			
2608	8/13/2013	15:19	584	56980	26760	30220	15.11			
2609	8/13/2013	15:26	1	55040	24640	30400	15.20			
2610	8/13/2013	15:50	184	59800	25440	34360	17.18			
2611	8/14/2013	7:38	10	56640	24160	32480	16.24			
2612	8/14/2013	7:41	184	56640	25440	31200	15.60			
2613	8/14/2013	7:44	584	55840	26760	29080	14.54			
2614	8/14/2013	8:10	182	58960	25700	33260	16.63			
2615	8/14/2013	8:13	198	58340	26440	31900	15.95			
2616	8/14/2013	8:33	10	57380	24160	33220	16.61			
2617	8/14/2013	8:38	184	60300	25440	34860	17.43			
2618	8/14/2013	8:53	584	61240	26760	34480	17.24			
2619	8/14/2013	9:39	198	58100	26440	31660	15.83			
2620	8/14/2013	9:44	182	58980	25700	33280	16.64			
2621	8/14/2013	9:55	10	56820	24160	32660	16.33			
2622	8/14/2013	10:03	184	59600	25440	34160	17.08			
2623	8/14/2013	10:17	584	59320	26760	32560	16.28			
2624	8/14/2013	10:25	198	60640	26440	34200	17.10			
2625	8/14/2013	10:29	182	61340	25700	35640	17.82			
2626	8/14/2013	10:39	10	58960	24160	34800	17.40			
2627	8/14/2013	10:49	184	58620	25440	33180	16.59			
2628	8/14/2013	11:00	584	59100	26760	32340	16.17			
2629	8/14/2013	11:03	198	60300	26440	33860	16.93			
2630	8/14/2013	11:14	182	59500	25700	33800	16.90			
2631	8/14/2013	11:16	10	55460	24160	31300	15.65			
2632	8/14/2013	11:38	184	59220	25440	33780	16.89			
2633	8/14/2013	11:47	584	58180	26760	31420	15.71			
2634	8/14/2013	11:49	198	60740	26440	34300	17.15			
2635	8/14/2013	12:07	182	60080	25700	34380	17.19			
2636	8/14/2013	12:12	10	56260	24160	32100	16.05			
2637	8/14/2013	12:17	184	62720	25440	37280	18.64			
2638	8/14/2013	12:19	584	59280	26760	32520	16.26			
2639	8/14/2013	12:28	198	61380	26440	34940	17.47			
2640	8/14/2013	12:56	182	61240	25700	35540	17.77			
2641	8/14/2013	13:01	10	57220	24160	33060	16.53			
2642	8/14/2013	13:03	584	59440	26760	32680	16.34			
2643	8/14/2013	13:09	184	60600	25440	35160	17.58			
2644	8/14/2013	13:16	198	60940	26440	34500	17.25			
2645	8/14/2013	13:55	182	60220	25700	34520	17.26			
2646	8/14/2013	13:59	10	54740	24160	30580	15.29			
2647	8/14/2013	14:01	184	57720	25440	32280	16.14			
2648	8/14/2013	14:03	198	60800	26440	34360	17.18			
2649	8/14/2013	14:08	184	60220	25440	34780	17.39			
2650	8/14/2013	14:39	182	59100	25700	33400	16.70			

**TABLE C-2**

**PL200141 (NON-HAZARDOUS SOIL – NORTH SHORELINE)**  
 Duwamish Sediment Other Area and Southwest Bank  
 Corrective Measure and Habitat Project  
 Boeing Plant 2  
 Seattle/Tukwila, Washington

NO.	DATE	TIME	TRUCK NO.	GROSS WT.	TARE WT.	NET WT.	TOTAL TONS			
				<b>TOTAL CUMULATIVE TONS:</b>						<b>45,586.30</b>
2651	8/14/2013	14:45	10	56700	24160	32540	16.27			
2652	8/14/2013	14:50	584	55220	26760	28460	14.23			
2653	8/14/2013	14:53	198	58940	26440	32500	16.25			
2654	8/14/2013	15:00	184	59520	25440	34080	17.04			
2655	8/14/2013	15:20	182	58040	25700	32340	16.17			
2656	8/14/2013	15:24	10	58820	24160	34660	17.33			
2657	8/14/2013	15:31	584	60060	26760	33300	16.65			
2658	8/14/2013	15:36	198	59540	26440	33100	16.55			
2659	8/14/2013	15:39	184	60180	25440	34740	17.37			
2660	8/15/2013	7:34	10	53820	24160	29660	14.83			
2661	8/15/2013	7:44	184	59200	25440	33760	16.88			
2662	8/15/2013	8:02	198	58600	26440	32160	16.08			
2663	8/15/2013	8:12	182	57100	25700	31400	15.70			
2664	8/15/2013	8:15	584	58740	26760	31980	15.99			
2665	8/15/2013	8:26	10	55380	24160	31220	15.61			
2666	8/15/2013	8:37	184	60720	25440	35280	17.64			
2667	8/15/2013	8:50	198	63920	26440	37480	18.74			
2668	8/15/2013	9:11	182	61500	25700	35800	17.90			
2669	8/15/2013	9:15	584	61120	26760	34360	17.18			
2670	8/15/2013	9:35	10	60780	24160	36620	18.31			
2671	8/15/2013	9:39	184	60580	25440	35140	17.57			
2672	8/15/2013	9:41	198	61520	26440	35080	17.54			
2673	8/15/2013	10:07	182	63720	25700	38020	19.01			
2674	8/15/2013	10:17	584	60240	26760	33480	16.74			
2675	8/15/2013	10:19	198	64200	26440	37760	18.88			
2676	8/15/2013	10:28	10	61200	24160	37040	18.52			
2677	8/15/2013	10:30	184	61580	25440	36140	18.07			
2678	8/15/2013	10:55	182	61280	25700	35580	17.79			
2679	8/15/2013	10:58	584	58200	26760	31440	15.72			
2680	8/15/2013	11:01	198	58920	26440	32480	16.24			
2681	8/15/2013	11:04	10	57640	24160	33480	16.74			
2682	8/15/2013	11:16	184	58020	25440	32580	16.29			
2683	8/15/2013	11:43	182	63420	25700	37720	18.86			
2684	8/15/2013	11:52	584	62620	26760	35860	17.93			
2685	8/15/2013	12:02	10	59160	24160	35000	17.50			
2686	8/15/2013	12:05	184	60500	25440	35060	17.53			
2687	8/15/2013	12:16	182	59280	25700	33580	16.79			
2688	8/15/2013	12:29	584	60320	26760	33560	16.78			
2689	8/15/2013	12:33	198	59960	26440	33520	16.76			
2690	8/15/2013	12:48	10	57020	24160	32860	16.43			
2691	8/15/2013	12:50	184	60820	25440	35380	17.69			
2692	8/15/2013	13:07	182	61740	25700	36040	18.02			
2693	8/15/2013	13:09	584	63140	26760	36380	18.19			
2694	8/15/2013	13:13	198	61040	26440	34600	17.30			
2695	8/15/2013	13:42	10	56460	24160	32300	16.15			
2696	8/15/2013	13:44	184	60520	25440	35080	17.54			
2697	8/15/2013	13:49	182	61200	25700	35500	17.75			
2698	8/15/2013	13:56	584	59580	26760	32820	16.41			
2699	8/15/2013	13:58	198	60680	26440	34240	17.12			
2700	8/15/2013	14:21	10	58220	24160	34060	17.03			

**TABLE C-2****PL200141 (NON-HAZARDOUS SOIL – NORTH SHORELINE)**

Duwamish Sediment Other Area and Southwest Bank  
 Corrective Measure and Habitat Project  
 Boeing Plant 2  
 Seattle/Tukwila, Washington

<b>NO.</b>	<b>DATE</b>	<b>TIME</b>	<b>TRUCK NO.</b>	<b>GROSS WT.</b>	<b>TARE WT.</b>	<b>NET WT.</b>	<b>TOTAL TONS</b>			
				<b>TOTAL CUMULATIVE TONS:</b>						<b>45,586.30</b>
2701	8/15/2013	14:28	584	60960	26760	34200	17.10			
2702	8/15/2013	14:31	182	62280	25700	36580	18.29			
2703	8/15/2013	14:40	584	60900	26760	34140	17.07			
2704	8/15/2013	14:43	198	61820	26440	35380	17.69			
2705	8/15/2013	15:10	10	58080	24160	33920	16.96			
2706	8/15/2013	15:15	184	63780	25440	38340	19.17			
2707	8/15/2013	15:24	182	59760	25700	34060	17.03			
2708	8/15/2013	15:26	584	58480	26760	31720	15.86			
2709	8/15/2013	15:37	198	63020	26440	36580	18.29			
2710	8/16/2013	7:41	10	59680	24160	35520	17.76			
2711	8/16/2013	7:43	198	62400	26440	35960	17.98			
2712	8/16/2013	7:48	182	61760	25700	36060	18.03			
2713	8/16/2013	7:51	584	62900	26760	36140	18.07			
2714	8/16/2013	8:49	10	59320	24160	35160	17.58			
2715	8/16/2013	9:03	198	62140	26440	35700	17.85			
2716	8/16/2013	9:11	182	61560	25700	35860	17.93			
2717	8/16/2013	9:19	584	63020	26760	36260	18.13			
2718	8/16/2013	9:29	10	58980	24160	34820	17.41			
2719	8/16/2013	9:34	198	59840	26440	33400	16.70			
2720	8/16/2013	9:53	182	65320	25700	39620	19.81			
2721	8/16/2013	10:03	584	59140	26760	32380	16.19			
2722	8/16/2013	10:09	10	56880	24160	32720	16.36			
2723	8/16/2013	10:11	198	57100	26440	30660	15.33			
2724	8/16/2013	10:29	182	56680	25700	30980	15.49			
2725	8/16/2013	10:41	584	57680	26760	30920	15.46			
2726	8/16/2013	10:48	10	57640	24160	33480	16.74			
2727	8/16/2013	10:50	198	60100	26440	33660	16.83			
2728	8/16/2013	11:02	182	57440	25700	31740	15.87			
2729	8/16/2013	11:17	584	55860	26760	29100	14.55			
2730	8/16/2013	11:25	10	58400	24160	34240	17.12			
2731	8/16/2013	11:28	198	57920	26440	31480	15.74			
2732	8/16/2013	11:48	182	59080	25700	33380	16.69			
2733	8/16/2013	11:51	584	57460	26760	30700	15.35			
2734	8/16/2013	11:55	10	55700	24160	31540	15.77			
2735	8/16/2013	12:06	198	59300	26440	32860	16.43			
2736	8/16/2013	12:22	182	57780	25700	32080	16.04			
2737	8/16/2013	12:24	584	56840	26760	30080	15.04			
2738	8/16/2013	12:27	10	58380	24160	34220	17.11			
2739	8/16/2013	12:40	198	58220	26440	31780	15.89			
2740	8/16/2013	13:00	182	57720	25700	32020	16.01			
2741	8/16/2013	13:02	584	55460	26760	28700	14.35			
2742	8/16/2013	13:04	10	60460	24160	36300	18.15			
2743	8/16/2013	13:31	198	58140	26440	31700	15.85			
2744	8/16/2013	13:39	182	58600	25700	32900	16.45			
2745	8/16/2013	13:44	584	56840	26760	30080	15.04			
2746	8/16/2013	13:49	10	59740	24160	35580	17.79			
2747	8/16/2013	14:17	198	59180	26440	32740	16.37			
2748	8/16/2013	14:28	182	59060	25700	33360	16.68			
2749	8/16/2013	14:30	584	57360	26760	30600	15.30			
2750	8/16/2013	14:50	198	57560	26440	31120	15.56			

TABLE C-2

**PL200141 (NON-HAZARDOUS SOIL – NORTH SHORELINE)**

Duwamish Sediment Other Area and Southwest Bank  
 Corrective Measure and Habitat Project  
 Boeing Plant 2  
 Seattle/Tukwila, Washington

NO.	DATE	TIME	TRUCK NO.	GROSS WT.	TARE WT.	NET WT.	TOTAL TONS			
				<b>TOTAL CUMULATIVE TONS:</b>						<b>45,586.30</b>
2751	8/16/2013	15:12	182	57580	25700	31880	15.94			
2752	8/16/2013	15:14	584	56440	26760	29680	14.84			
2753	8/16/2013	15:16	10	57460	24160	33300	16.65			
2754	8/19/2013	7:41	182	54260	25700	28560	14.28			
2755	8/19/2013	7:47	568	58920	26680	32240	16.12			
2756	8/19/2013	7:50	584	55700	26760	28940	14.47			
2757	8/19/2013	8:20	182	59160	25700	33460	16.73			
2758	8/19/2013	8:22	568	57500	26680	30820	15.41			
2759	8/19/2013	8:27	584	56020	26760	29260	14.63			
2760	8/19/2013	8:58	182	60100	25700	34400	17.20			
2761	8/19/2013	9:00	568	54620	26680	27940	13.97			
2762	8/19/2013	9:38	182	56760	25700	31060	15.53			
2763	8/19/2013	9:40	568	54980	26680	28300	14.15			
2764	8/19/2013	9:43	584	58040	26760	31280	15.64			
2765	8/19/2013	10:36	568	55500	26680	28820	14.41			
2766	8/19/2013	10:41	182	58740	25700	33040	16.52			
2767	8/19/2013	10:44	584	56720	26760	29960	14.98			
2768	8/19/2013	11:09	568	56640	26680	29960	14.98			
2769	8/19/2013	11:21	182	55040	25700	29340	14.67			
2770	8/19/2013	11:25	584	53940	26760	27180	13.59			
2771	8/19/2013	11:39	568	59300	26680	32620	16.31			
2772	8/19/2013	11:55	182	60600	25700	34900	17.45			
2773	8/19/2013	12:00	584	59400	26760	32640	16.32			
2774	8/19/2013	12:10	568	59940	26680	33260	16.63			
2775	8/19/2013	12:29	182	59700	25700	34000	17.00			
2776	8/19/2013	12:33	584	56540	26760	29780	14.89			
2777	8/19/2013	12:51	568	60540	26680	33860	16.93			
2778	8/19/2013	13:13	182	63100	25700	37400	18.70			
2779	8/19/2013	13:19	584	58220	26760	31460	15.73			
2780	8/19/2013	13:26	568	58220	26680	31540	15.77			
2781	8/19/2013	13:58	182	60540	25700	34840	17.42			
2782	8/19/2013	14:05	584	62120	26760	35360	17.68			
2783	8/19/2013	14:07	568	61240	26680	34560	17.28			
2784	8/19/2013	14:32	GEC10	61320	24160	37160	18.58			
2785	8/19/2013	14:36	182	60660	25700	34960	17.48			
2786	8/19/2013	14:47	584	58980	26760	32220	16.11			
2787	8/19/2013	14:49	568	57620	26680	30940	15.47			
2788	8/19/2013	15:12	182	61260	25700	35560	17.78			
2789	8/19/2013	15:18	568	56400	26680	29720	14.86			
2790	8/19/2013	15:20	584	59580	26760	32820	16.41			
2791	8/19/2013	15:48	182	60160	25700	34460	17.23			
2792	8/19/2013	21:13	584	56720	26760	29960	14.98			
2793	8/20/2013	7:40	568	58880	26680	32200	16.10			
2794	8/20/2013	7:43	182	59620	25700	33920	16.96			
2795	8/20/2013	7:46	584	60440	26760	33680	16.84			
2796	8/20/2013	8:20	568	61400	26680	34720	17.36			
2797	8/20/2013	8:23	182	58780	25700	33080	16.54			
2798	8/20/2013	8:25	584	59940	26760	33180	16.59			
2799	8/20/2013	8:53	568	63260	26680	36580	18.29			
2800	8/20/2013	9:00	182	61960	25700	36260	18.13			

**TABLE C-2**

**PL200141 (NON-HAZARDOUS SOIL – NORTH SHORELINE)**  
 Duwamish Sediment Other Area and Southwest Bank  
 Corrective Measure and Habitat Project  
 Boeing Plant 2  
 Seattle/Tukwila, Washington

NO.	DATE	TIME	TRUCK NO.	GROSS WT.	TARE WT.	NET WT.	TOTAL TONS			
				<b>TOTAL CUMULATIVE TONS:</b>						<b>45,586.30</b>
2801	8/20/2013	9:02	584	61680	26760	34920	17.46			
2802	8/20/2013	9:28	568	61120	26680	34440	17.22			
2803	8/20/2013	9:33	182	62780	25700	37080	18.54			
2804	8/20/2013	9:38	584	61000	26760	34240	17.12			
2805	8/20/2013	10:01	568	60720	26680	34040	17.02			
2806	8/20/2013	10:08	182	60360	25700	34660	17.33			
2807	8/20/2013	10:12	584	59940	26760	33180	16.59			
2808	8/20/2013	10:34	568	59880	26680	33200	16.60			
2809	8/20/2013	10:44	182	58660	25700	32960	16.48			
2810	8/20/2013	10:47	584	63120	26760	36360	18.18			
2811	8/20/2013	11:22	568	59820	26680	33140	16.57			
2812	8/20/2013	11:30	182	60060	25700	34360	17.18			
2813	8/20/2013	11:33	584	60080	26760	33320	16.66			
2814	8/20/2013	12:21	568	58760	26680	32080	16.04			
2815	8/20/2013	12:26	584	61340	26760	34580	17.29			
2816	8/20/2013	12:38	182	58900	25700	33200	16.60			
2817	8/20/2013	13:02	568	58900	26680	32220	16.11			
2818	8/20/2013	13:04	584	59600	26760	32840	16.42			
2819	8/20/2013	13:14	182	61200	25700	35500	17.75			
2820	8/20/2013	13:38	568	62000	26680	35320	17.66			
2821	8/20/2013	13:41	584	62080	26760	35320	17.66			
2822	8/20/2013	14:09	568	60100	26680	33420	16.71			
2823	8/20/2013	14:11	584	60560	26760	33800	16.90			
2824	8/20/2013	14:22	182	62900	25700	37200	18.60			
2825	8/20/2013	14:43	568	62820	26680	36140	18.07			
2826	8/20/2013	14:48	584	58580	26760	31820	15.91			
2827	8/20/2013	14:58	182	60880	25700	35180	17.59			
2828	8/20/2013	15:11	568	53440	26680	26760	13.38			
2829	8/20/2013	15:22	584	57100	26760	30340	15.17			
2830	8/20/2013	15:38	182	57720	25700	32020	16.01			
2831	8/20/2013	20:28	182	59180	25700	33480	16.74			
2832	8/21/2013	7:54	568	59960	26680	33280	16.64			
2833	8/21/2013	7:56	182	60860	25700	35160	17.58			
2834	8/21/2013	8:03	584	59620	26760	32860	16.43			
2835	8/21/2013	8:37	568	55080	26680	28400	14.20			
2836	8/21/2013	8:41	182	55420	25700	29720	14.86			
2837	8/21/2013	8:43	584	55680	26760	28920	14.46			
2838	8/21/2013	9:17	568	54340	26680	27660	13.83			
2839	8/21/2013	9:20	182	60440	25700	34740	17.37			
2840	8/21/2013	9:23	584	55200	26760	28440	14.22			
2841	8/21/2013	10:06	568	57780	26680	31100	15.55			
2842	8/21/2013	10:08	182	57760	25700	32060	16.03			
2843	8/21/2013	10:10	584	54180	26760	27420	13.71			
2844	8/21/2013	10:44	568	57540	26680	30860	15.43			
2845	8/21/2013	10:48	182	56380	25700	30680	15.34			
2846	8/21/2013	10:53	584	57420	26760	30660	15.33			
2847	8/21/2013	11:40	568	58420	26680	31740	15.87			
2848	8/21/2013	11:45	182	57180	25700	31480	15.74			
2849	8/21/2013	11:47	584	58920	26760	32160	16.08			
2850	8/21/2013	12:16	568	58400	26680	31720	15.86			

**TABLE C-2**

**PL200141 (NON-HAZARDOUS SOIL – NORTH SHORELINE)**  
 Duwamish Sediment Other Area and Southwest Bank  
 Corrective Measure and Habitat Project  
 Boeing Plant 2  
 Seattle/Tukwila, Washington

NO.	DATE	TIME	TRUCK NO.	GROSS WT.	TARE WT.	NET WT.	TOTAL TONS			
				<b>TOTAL CUMULATIVE TONS:</b>						<b>45,586.30</b>
2851	8/21/2013	12:18	182	58520	25700	32820	16.41			
2852	8/21/2013	12:22	584	57200	26760	30440	15.22			
2853	8/21/2013	12:57	568	56400	26680	29720	14.86			
2854	8/21/2013	12:59	182	58580	25700	32880	16.44			
2855	8/21/2013	13:02	584	60980	26760	34220	17.11			
2856	8/21/2013	13:40	568	59820	26680	33140	16.57			
2857	8/21/2013	13:45	182	59180	25700	33480	16.74			
2858	8/21/2013	13:47	584	56680	26760	29920	14.96			
2859	8/21/2013	14:19	568	57320	26680	30640	15.32			
2860	8/21/2013	14:28	182	57940	25700	32240	16.12			
2861	8/21/2013	14:30	584	55260	26760	28500	14.25			
2862	8/22/2013	7:52	182	58980	25700	33280	16.64			
2863	8/22/2013	7:55	584	58680	26760	31920	15.96			
2864	8/22/2013	8:30	182	61580	25700	35880	17.94			
2865	8/22/2013	8:33	584	59780	26760	33020	16.51			
2866	8/22/2013	9:13	182	61680	25700	35980	17.99			
2867	8/22/2013	9:15	584	59760	26760	33000	16.50			
2868	8/22/2013	9:52	182	64400	25700	38700	19.35			
2869	8/22/2013	9:57	584	60740	26760	33980	16.99			
2870	8/22/2013	10:29	182	60080	25700	34380	17.19			
2871	8/22/2013	10:32	584	60460	26760	33700	16.85			
2872	8/22/2013	11:09	182	62060	25700	36360	18.18			
2873	8/22/2013	11:11	584	58740	26760	31980	15.99			
2874	8/22/2013	11:47	182	62160	25700	36460	18.23			
2875	8/22/2013	11:50	584	57140	26760	30380	15.19			
2876	8/22/2013	12:24	182	61640	25700	35940	17.97			
2877	8/22/2013	12:27	584	53820	26760	27060	13.53			
2878	8/22/2013	13:02	182	58600	25700	32900	16.45			
2879	8/22/2013	13:05	584	59340	26760	32580	16.29			
2880	8/22/2013	13:38	182	57640	25700	31940	15.97			
2881	8/22/2013	13:52	584	58800	26760	32040	16.02			
2882	8/22/2013	14:26	182	61620	25700	35920	17.96			
2883	8/22/2013	14:44	584	60100	26760	33340	16.67			
2884	8/22/2013	15:18	182	59780	25700	34080	17.04			
2885	8/22/2013	15:23	584	58360	26760	31600	15.80			
2886	8/23/2013	7:44	568	59860	26680	33180	16.59			
2887	8/23/2013	7:47	182	60920	25700	35220	17.61			
2888	8/23/2013	8:23	568	58900	26680	32220	16.11			
2889	8/23/2013	8:25	182	58840	25700	33140	16.57			
2890	8/23/2013	9:07	568	57100	26680	30420	15.21			
2891	8/23/2013	9:10	182	57620	25700	31920	15.96			
2892	8/23/2013	9:44	568	54660	26680	27980	13.99			
2893	8/23/2013	9:49	182	59600	25700	33900	16.95			
2894	8/23/2013	10:30	568	60380	26680	33700	16.85			
2895	8/23/2013	10:53	182	60260	25700	34560	17.28			
2896	8/23/2013	11:21	568	56740	26680	30060	15.03			
2897	8/23/2013	11:47	182	60900	25700	35200	17.60			
2898	8/23/2013	11:58	568	62220	26680	35540	17.77			
2899	8/23/2013	12:22	182	59700	25700	34000	17.00			
2900	8/23/2013	12:27	568	60940	26680	34260	17.13			

**TABLE C-2**

**PL200141 (NON-HAZARDOUS SOIL – NORTH SHORELINE)**  
 Duwamish Sediment Other Area and Southwest Bank  
 Corrective Measure and Habitat Project  
 Boeing Plant 2  
 Seattle/Tukwila, Washington

NO.	DATE	TIME	TRUCK NO.	GROSS WT.	TARE WT.	NET WT.	TOTAL TONS			
				<b>TOTAL CUMULATIVE TONS:</b>						<b>45,586.30</b>
2901	8/23/2013	12:57	182	58320	25700	32620	16.31			
2902	8/23/2013	12:59	568	60980	26680	34300	17.15			
2903	8/23/2013	13:36	182	62720	25700	37020	18.51			
2904	8/23/2013	13:38	568	59440	26680	32760	16.38			
2905	8/23/2013	14:10	182	63640	25700	37940	18.97			
2906	8/23/2013	14:13	568	59960	26680	33280	16.64			
2907	8/23/2013	14:49	568	66580	26680	39900	19.95			
2908	8/23/2013	14:51	182	61280	25700	35580	17.79			
2909	8/26/2013	7:47	568	54900	26680	28220	14.11			
2910	8/26/2013	7:50	182	55680	25700	29980	14.99			
2911	8/26/2013	8:30	568	60180	26680	33500	16.75			
2912	8/26/2013	8:38	182	65280	25700	39580	19.79			
2913	8/26/2013	9:25	568	53440	26680	26760	13.38			
2914	8/26/2013	9:32	182	65220	25700	39520	19.76			
2915	8/26/2013	10:07	568	56300	26680	29620	14.81			
2916	8/26/2013	10:33	182	59700	25700	34000	17.00			
2917	8/26/2013	10:49	568	52780	26680	26100	13.05			
2918	8/26/2013	11:15	182	54260	25700	28560	14.28			
2919	8/26/2013	11:28	568	55740	26680	29060	14.53			
2920	8/26/2013	12:27	568	56740	26680	30060	15.03			
2921	8/26/2013	12:29	182	54160	25700	28460	14.23			
2922	8/26/2013	13:07	568	56300	26680	29620	14.81			
2923	8/26/2013	13:21	182	61400	25700	35700	17.85			
2924	8/26/2013	14:05	568	59200	26680	32520	16.26			
2925	8/26/2013	14:32	182	62180	25700	36480	18.24			
2926	8/26/2013	15:07	568	57580	26680	30900	15.45			
2927	8/26/2013	15:10	182	64360	25700	38660	19.33			

Abbreviation(s)

No. = number

Wt. = weight



**TABLE C-3**

**102675WA (NON-HAZARDOUS SOIL – NORTH SHORELINE)**

Duwamish Sediment Other Area and Southwest Bank  
Corrective Measure and Habitat Project  
Boeing Plant 2  
Seattle/Tukwila, Washington

NO.	DATE	TIME	TRUCK NO.	TRUCK CO.	GROSS WT.	TARE WT.	NET WT.	TOTAL TONS
<b>TOTAL CUMULATIVE TONS:</b>								<b>32.44</b>
1	11/13/2013	8:00	R-58	R-TRANS	106520	41640	64880	32.44

Abbreviation(s)

No. = number

Wt. = weight



TABLE C-4

**PL200149 (CONCRETE TO WENATCHEE)**  
 Duwamish Sediment Other Area and Southwest Bank  
 Corrective Measure and Habitat Project  
 Boeing Plant 2  
 Seattle/Tukwila, Washington

NO.	DATE	TIME	TRUCK NO.	TRUCK CO.	GROSS WT.	TARE WT.	NET WT.	TOTAL TONS					
					<b>TOTAL CUMULATIVE TONS:</b>								<b>6,579.63</b>
1	5/13/2013	5:38	K-3	KENS	96220	36220	60000	30.00					
2	5/13/2013	5:45	3	MURRAY	97360	33500	63860	31.93					
3	5/13/2013	5:55	VOS	VOS	104940	37960	66980	33.49					
4	5/13/2013	6:05	06	OLTMANN	93900	38400	55500	27.75					
5	5/13/2013	6:20	5	DLE	86420	40160	46260	23.13					
6	5/13/2013	6:30	4	DSHULL	101740	40080	61660	30.83					
7	5/13/2013	7:50	18	SULLIVAN	105400	41920	63480	31.74					
8	5/13/2013	7:51	53	OUTRIDER	103360	39720	63640	31.82					
9	5/13/2013	13:45	K-3	KENS	97540	36220	61320	30.66					
10	5/13/2013	14:25	5	DLE	89980	40160	49820	24.91					
11	5/13/2013	14:34	VOS	VOS	102900	37960	64940	32.47					
12	5/13/2013	14:48	3	MURRAY	103360	33500	69860	34.93					
13	5/13/2013	15:10	06	OLTMANN	109240	38400	70840	35.42					
14	5/13/2013	15:20	4	DSHULL	114460	40080	74380	37.19					
15	5/14/2013	5:18	2	WINTER	94680	39900	54780	27.39					
16	5/14/2013	5:30	10	WINTER	100340	40400	59940	29.97					
17	5/14/2013	5:45	18	SULLIVAN	106920	41920	65000	32.50					
18	5/14/2013	7:39	B2	BRANDT	107660	40840	66820	33.41					
19	5/14/2013	9:00	53	OUTRIDER	111680	39720	71960	35.98					
20	5/14/2013	11:37	VOS	VOS	103960	37960	66000	33.00					
21	5/14/2013	12:00	5	DLE	93180	40160	53020	26.51					
22	5/14/2013	12:02	06	OLTMANN	105800	38400	67400	33.70					
23	5/14/2013	12:11	K-3	KEN'S	93840	36220	57620	28.81					
24	5/14/2013	13:00	4	DSHULL	113480	40080	73400	36.70					
25	5/14/2013	13:49	18	SULLIVAN	112600	41920	70680	35.34					
26	5/14/2013	14:54	3	MURRAY	103420	33500	69920	34.96					
27	5/15/2013	5:16	VOS	VOS	105560	37960	67600	33.80					
28	5/15/2013	5:30	7	KISSSLER	107340	39980	67360	33.68					
29	5/15/2013	5:40	8	KISSSLER	106340	40260	66080	33.04					
30	5/15/2013	5:46	53	OUTRIDER	102880	39720	63160	31.58					
31	5/15/2013	6:09	10	WINTER	102020	40400	61620	30.81					
32	5/15/2013	8:07	R-61	R-TRANS	109860	41460	68400	34.20					
33	5/15/2013	8:32	51	FORLER	107820	40380	67440	33.72					
34	5/15/2013	8:50	71	FORLER	102300	38700	63600	31.80					
35	5/15/2013	8:59	91	FORLER	101120	40680	60440	30.22					
36	5/15/2013	9:12	67	FORLER	100100	38460	61640	30.82					
37	5/15/2013	11:38	B2	BRANDT	106120	40840	65280	32.64					
38	5/15/2013	11:47	5	DLE	93120	40160	52960	26.48					
39	5/15/2013	11:57	4	DSHULL	94800	40080	54720	27.36					
40	5/15/2013	12:02	K-3	KEN'S	85580	36220	49360	24.68					
41	5/15/2013	12:13	18	SULLIVAN	102880	41920	60960	30.48					
42	5/15/2013	12:34	06	OLTMANN	99260	38400	60860	30.43					
43	5/15/2013	12:56	3	MURRAY	103900	33500	70400	35.20					
44	5/15/2013	13:49	VOS	VOS	109300	37960	71340	35.67					
45	5/15/2013	14:25	53	OUTRIDER	101100	39720	61380	30.69					
46	5/16/2013	5:35	K-3	KEN'S	96540	36220	60320	30.16					
47	5/16/2013	5:47	18	SULLIVAN	111400	41920	69480	34.74					
48	5/16/2013	6:27	B2	BRANDT	107500	40840	66660	33.33					

TABLE C-4

**PL200149 (CONCRETE TO WENATCHEE)**  
 Duwamish Sediment Other Area and Southwest Bank  
 Corrective Measure and Habitat Project  
 Boeing Plant 2  
 Seattle/Tukwila, Washington

NO.	DATE	TIME	TRUCK NO.	TRUCK CO.	GROSS WT.	TARE WT.	NET WT.	TOTAL TONS					
					<b>TOTAL CUMULATIVE TONS:</b>								<b>6,579.63</b>
49	5/16/2013	6:42	87	FORLER	102980	40760	62220	31.11					
50	5/16/2013	7:02	93	FORLER	101160	40080	61080	30.54					
51	5/16/2013	7:15	51	FORLER	104300	40380	63920	31.96					
52	5/21/2013	5:40	3	MURRAY	100440	33500	66940	33.47					
53	5/21/2013	5:50	R-61	R-TRANS	118560	41460	77100	38.55					
54	5/21/2013	6:00	Y-53	YELLOW	119800	40560	79240	39.62					
55	5/21/2013	6:15	4	SHULL	111820	40560	71260	35.63					
56	5/21/2013	6:20	10	KISSLER	102840	38660	64180	32.09					
57	5/21/2013	6:31	53	OUTRIDER	109260	39720	69540	34.77					
58	5/21/2013	6:45	9	KISSLER	104700	41100	63600	31.80					
59	5/21/2013	6:56	18	SULLIVAN	112160	41920	70240	35.12					
60	5/21/2013	7:12	K-3	KENS	95880	36220	59660	29.83					
61	5/21/2013	7:25	21	HINES	102320	40300	62020	31.01					
62	5/21/2013	7:32	23	CELORIE	104160	39420	64740	32.37					
63	5/21/2013	7:44	22	CELORIE	105160	40060	65100	32.55					
64	5/21/2013	7:51	19	CELORIE	106500	39780	66720	33.36					
65	5/21/2013	8:14	07	SINES	103360	41260	62100	31.05					
66	5/21/2013	8:29	06	SINES	101320	38920	62400	31.20					
67	5/21/2013	8:40	72	CHANDLER	109500	39760	69740	34.87					
68	5/21/2013	8:57	201	L ADAMS	106380	38980	67400	33.70					
69	5/21/2013	9:09	101	R ADAMS	108840	38780	70060	35.03					
70	5/22/2013	5:38	10	KISSLER	104020	38660	65360	32.68					
71	5/22/2013	5:41	5	DLE	95140	40160	54980	27.49					
72	5/22/2013	6:00	53	OUTRIDER	108660	39720	68940	34.47					
73	5/22/2013	6:09	9	KISSLER	105080	41100	63980	31.99					
74	5/22/2013	6:17	18	SULLIVAN	109400	41920	67480	33.74					
75	5/22/2013	8:22	8	KISSLER	106680	40260	66420	33.21					
76	5/22/2013	8:32	6	KISSLER	108600	37760	70840	35.42					
77	5/23/2013	5:30	R-52	R-TRANS	102580	39960	62620	31.31					
78	5/23/2013	5:42	R-57	R-TRANS	106220	41680	64540	32.27					
79	5/23/2013	5:51	R-53	R-TRANS	115600	39420	76180	38.09					
80	5/23/2013	6:11	K-3	KENS	98920	36220	62700	31.35					
81	5/23/2013	6:18	3	MURRAY	102040	33500	68540	34.27					
82	5/23/2013	6:30	2	WINTER	100280	39900	60380	30.19					
83	5/23/2013	6:45	10	KISSLER	105280	38660	66620	33.31					
84	5/23/2013	6:50	VOS	VOS	108960	37960	71000	35.50					
85	5/23/2013	7:07	9	KISSLER	106360	41100	65260	32.63					
86	5/23/2013	13:53	R-57	R-TRANS	107400	41680	65720	32.86					
87	5/23/2013	14:00	R-53	R-TRANS	101860	39420	62440	31.22					
88	5/23/2013	14:25	9	KISSLER	106240	41100	65140	32.57					
89	5/23/2013	14:38	10	KISSLER	105220	38660	66560	33.28					
90	5/31/2013	6:04	3	MURRAY	109760	33500	76260	38.13					
91	5/31/2013	6:12	VOS	VOS	109120	37960	71160	35.58					
92	5/31/2013	6:21	Y-53	YELLOW	113560	40560	73000	36.50					
93	5/31/2013	6:32	R-59	R-TRANS	88560	39780	48780	24.39					
94	5/31/2013	6:42	PK964	PETERS	72780	39560	33220	16.61					
95	5/31/2013	6:45	10	KISSLER	105520	38660	66860	33.43					
96	6/3/2013	6:20	R-59	R-TRANS	96680	39780	56900	28.45					

TABLE C-4

**PL200149 (CONCRETE TO WENATCHEE)**  
 Duwamish Sediment Other Area and Southwest Bank  
 Corrective Measure and Habitat Project  
 Boeing Plant 2  
 Seattle/Tukwila, Washington

NO.	DATE	TIME	TRUCK NO.	TRUCK CO.	GROSS WT.	TARE WT.	NET WT.	TOTAL TONS					
					<b>TOTAL CUMULATIVE TONS:</b>								<b>6,579.63</b>
97	6/3/2013	6:54	201	L ADAMS	107380	38980	68400	34.20					
98	6/3/2013	7:01	101	R ADAMS	105800	38780	67020	33.51					
99	6/3/2013	7:08	21	HINES	103960	40300	63660	31.83					
100	6/3/2013	7:17	Y-53	YELLOW	112580	40560	72020	36.01					
101	6/3/2013	7:51	05	SINES	105600	42600	63000	31.50					
102	6/3/2013	8:30	06	SINES	103100	38920	64180	32.09					
103	6/3/2013	10:35	3	MURRAY	79780	33500	46280	23.14					
104	6/5/2013	8:06	582	INTWEST	91240	39740	51500	25.75					
105	6/5/2013	8:18	590	INTWEST	94240	39860	54380	27.19					
106	6/5/2013	8:22	592	INTWEST	95260	40160	55100	27.55					
107	6/5/2013	8:27	588	INTWEST	90260	39740	50520	25.26					
108	6/5/2013	8:40	584	INTWEST	91760	38840	52920	26.46					
109	6/5/2013	8:52	574	INTWEST	109240	40940	68300	34.15					
110	6/6/2013	6:44	582	INTWEST	95400	39740	55660	27.83					
111	6/6/2013	6:58	574	INTWEST	104040	40940	63100	31.55					
112	6/6/2013	7:03	588	INTWEST	100180	39740	60440	30.22					
113	6/6/2013	15:03	582	INTWEST	94740	39740	55000	27.50					
114	6/6/2013	15:42	588	INTWEST	96240	39740	56500	28.25					
115	6/17/2013	5:45	08	SINES	109520	39400	70120	35.06					
116	6/17/2013	5:54	9	KISSLER	105140	41100	64040	32.02					
117	6/17/2013	6:04	23	CELORIE	106660	39420	67240	33.62					
118	6/17/2013	6:05	06	SINES	104140	38920	65220	32.61					
119	6/17/2013	6:19	22	CELORIE	103420	40060	63360	31.68					
120	6/17/2013	6:27	07	SINES	103900	41260	62640	31.32					
121	6/17/2013	6:32	R-62	R-TRANS	109900	41820	68080	34.04					
122	6/17/2013	6:52	19	CELORIE	104000	39780	64220	32.11					
123	6/24/2013	5:37	9	KISSLER	105720	41100	64620	32.31					
124	6/24/2013	5:47	R-61	R-TRANS	105060	41460	63600	31.80					
125	6/24/2013	5:56	13	KISSLER	107480	41440	66040	33.02					
126	6/24/2013	6:03	K-3	KENS	106100	36220	69880	34.94					
127	6/24/2013	6:43	10	KISSLER	104740	38660	66080	33.04					
128	6/24/2013	7:07	586	INTWEST	107500	40240	67260	33.63					
129	6/24/2013	7:40	574	INTWEST	116400	40940	75460	37.73					
130	6/24/2013	7:47	194	INTWEST	107860	38280	69580	34.79					
131	6/24/2013	7:55	584	INTWEST	104120	38840	65280	32.64					
132	6/24/2013	8:06	588	INTWEST	109640	39740	69900	34.95					
133	6/24/2013	9:06	184	INTWEST	116680	37360	79320	39.66					
134	6/24/2013		582	INTWEST	95480	39740	55740	27.87					
135	6/25/2013	5:42	K-3	KENS	102280	36220	66060	33.03					
136	6/25/2013	5:52	3	MURRAY	97680	33500	64180	32.09					
137	6/25/2013	5:54	VOS	VOS	112440	37960	74480	37.24					
138	6/25/2013	6:29	586	INTWEST	102720	40240	62480	31.24					
139	6/25/2013	6:55	584	INTWEST	99700	38840	60860	30.43					
140	6/25/2013	12:58	06	SINES	103280	38920	64360	32.18					
141	6/25/2013	13:06	582	INTWEST	101400	39740	61660	30.83					
142	6/26/2013	5:37	586	INTWEST	110420	40240	70180	35.09					
143	6/26/2013	5:50	K-3	KENS	107660	36220	71440	35.72					
144	6/26/2013	6:43	584	INTWEST	103380	38840	64540	32.27					

**TABLE C-4**

**PL200149 (CONCRETE TO WENATCHEE)**  
 Duwamish Sediment Other Area and Southwest Bank  
 Corrective Measure and Habitat Project  
 Boeing Plant 2  
 Seattle/Tukwila, Washington

NO.	DATE	TIME	TRUCK NO.	TRUCK CO.	GROSS WT.	TARE WT.	NET WT.	TOTAL TONS					
					<b>TOTAL CUMULATIVE TONS:</b>								<b>6,579.63</b>
145	6/26/2013	6:56	96	KISSLER	103960	41940	62020	31.01					
146	6/26/2013	7:20	184	INTWEST	100860	37360	63500	31.75					
147	6/26/2013	10:53	8	KISSLER	104880	40260	64620	32.31					
148	6/26/2013	12:32	1	HUNT	116900	41180	75720	37.86					
149	6/26/2013	13:15	3	MURRAY	98360	33500	64860	32.43					
150	6/26/2013	13:37	13	KISSLER	102700	41440	61260	30.63					
151	6/26/2013	14:35	96	KISSLER	107580	41940	65640	32.82					
152	6/27/2013	5:45	K-3	KENS	104160	36220	67940	33.97					
153	6/27/2013	7:00	586	INTWEST	94500	40240	54260	27.13					
154	6/27/2013	7:12	584	INTWEST	96640	38840	57800	28.90					
155	6/27/2013	11:49	13	KISSLER	105080	41440	63640	31.82					
156	6/27/2013	11:56	1	HUNT	99280	41180	58100	29.05					
157	7/1/2013	6:15	K-3	KENS	103100	36220	66880	33.44					
158	7/1/2013	6:21	Y-53	YELLOW	109620	40560	69060	34.53					
159	7/1/2013	6:27	10	GEC	112280	37540	74740	37.37					
160	7/1/2013	16:25	01	FISCHER	100720	40720	60000	30.00					
161	7/2/2013	7:30	584	INTWEST	85360	38840	46520	23.26					
162	7/2/2013	13:22	582	INTWEST	98100	39740	58360	29.18					
163	7/3/2013	7:33	184	INTWEST	98820	37360	61460	30.73					
164	7/8/2013	5:41	11	KISSLER	108760	41080	67680	33.84					
165	7/8/2013	5:42	9	KISSLER	106260	41100	65160	32.58					
166	7/8/2013	5:50	K-3	KENS	106300	36220	70080	35.04					
167	7/8/2013	6:06	184	INTWEST	96200	37360	58840	29.42					
168	7/8/2013	6:09	23	CELORIE	106440	39420	67020	33.51					
169	7/8/2013	6:09	584	INTWEST	97120	38840	58280	29.14					
170	7/8/2013	6:16	13	KISSLER	103400	41440	61960	30.98					
171	7/8/2013	6:29	582	INTWEST	93300	39740	53560	26.78					
172	7/8/2013	6:45	10	KISSLER	104960	38660	66300	33.15					
173	7/8/2013	13:05	23	CELORIE	105500	39420	66080	33.04					
174	7/8/2013	13:52	1	HUNT	113640	41180	72460	36.23					
175	7/8/2013	13:58	584	INTWEST	99340	38840	60500	30.25					
176	7/8/2013	14:07	582	INTWEST	102480	39740	62740	31.37					
177	7/8/2013	14:22	13	KISSLER	104760	41440	63320	31.66					
178	7/8/2013	14:35	184	INTWEST	98440	37360	61080	30.54					
179	7/9/2013	5:37	4	JLK	100540	40540	60000	30.00					
180	7/9/2013	5:47	Y-53	YELLOW	103720	40560	63160	31.58					
181	7/9/2013	6:15	K-3	KENS	102040	36220	65820	32.91					
182	7/9/2013	7:20	07	SHULL	103980	39460	64520	32.26					
183	7/9/2013	7:55	R-57	R-TRANS	110320	41680	68640	34.32					
184	7/9/2013	8:00	R-51	R-TRANS	104000	40280	63720	31.86					
185	7/9/2013	11:45	23	CELORIE	103580	39420	64160	32.08					
186	7/9/2013	11:51	8	KISSLER	103940	40260	63680	31.84					
187	7/9/2013	12:02	02	FISCHER	106280	40220	66060	33.03					
188	7/9/2013	12:50	582	INTWEST	102200	39740	62460	31.23					
189	7/9/2013	13:17	3	MURRAY	101060	33500	67560	33.78					
190	7/9/2013	15:40	07	SHULL	107780	39460	68320	34.16					
191	7/10/2013	5:47	K-3	KENS	106580	36220	70360	35.18					
192	7/10/2013	5:53	23	CELORIE	104120	39420	64700	32.35					

**TABLE C-4**

**PL200149 (CONCRETE TO WENATCHEE)**  
 Duwamish Sediment Other Area and Southwest Bank  
 Corrective Measure and Habitat Project  
 Boeing Plant 2  
 Seattle/Tukwila, Washington

NO.	DATE	TIME	TRUCK NO.	TRUCK CO.	GROSS WT.	TARE WT.	NET WT.	TOTAL TONS					
					<b>TOTAL CUMULATIVE TONS:</b>								<b>6,579.63</b>
193	7/10/2013	6:37	584	INTWEST	95760	38840	56920	28.46					
194	7/10/2013	6:40	586	INTWEST	95020	40240	54780	27.39					
195	7/10/2013	12:10	07	SHULL	105680	39460	66220	33.11					
196	7/10/2013	12:46	582	INTWEST	99880	39740	60140	30.07					
197	7/10/2013	12:50	23	CELORIE	105140	39420	65720	32.86					
198	7/11/2013	5:39	K-3	KENS	105320	36220	69100	34.55					
199	7/11/2013	6:26	584	INTWEST	89580	38840	50740	25.37					
200	7/11/2013	6:36	586	INTWEST	89760	40240	49520	24.76					
201	7/15/2013	5:30	582	INTWEST	93120	39740	53380	26.69					
202	7/15/2013	5:52	K-3	KENS	104040	36220	67820	33.91					
203	7/15/2013	6:49	588	INTWEST	93020	39740	53280	26.64					
204	7/16/2013	6:08	K-3	KENS	105760	36220	69540	34.77					
205	7/22/2013	5:45	K-3	KENS	97100	36220	60880	30.44					
206	8/9/2013	5:52	007	GTE	110680	41240	69440	34.72					

Abbreviation(s)

No. = number  
 Wt. = weight



TABLE C-5

**PL200149 (NON-HAZARDOUS SOIL TO WENATCHEE)**  
 Duwamish Sediment Other Area and Southwest Bank  
 Corrective Measure and Habitat Project  
 Boeing Plant 2  
 Seattle/Tukwila, Washington

NO.	DATE	TIME	TRUCK NO.	TRUCK CO.	GROSS WT.	TARE WT.	NET WT.	TOTAL TONS
<b>TOTAL CUMULATIVE TONS:</b>								<b>68,553.59</b>
1	6/3/2013	14:45	101	R ADAMS	104880	38780	66100	33.05
2	6/3/2013	14:56	201	L ADAMS	106300	38980	67320	33.66
3	6/3/2013	15:07	21	HINES	104580	40300	64280	32.14
4	6/3/2013	15:13	59	R-TRANS	95780	39780	56000	28.00
5	6/3/2013	15:33	Y-53	YELLOW	101500	40560	60940	30.47
6	6/3/2013	15:56	05	SINES	105020	35940	69080	34.54
7	6/3/2013	16:08	9	KISSLER	105600	41100	64500	32.25
8	6/3/2013	16:15	08	SINES	104660	39400	65260	32.63
9	6/3/2013	16:21	06	SINES	104200	38920	65280	32.64
10	6/3/2013	16:40	10	KISSLER	106760	38660	68100	34.05
11	6/4/2013	6:41	3	MURRAY	91180	33500	57680	28.84
12	6/4/2013	6:48	1	MURRAY	91080	37300	53780	26.89
13	6/4/2013	7:00	5	DLE	99120	40160	58960	29.48
14	6/4/2013	7:04	VOS	VOS	98820	37960	60860	30.43
15	6/4/2013	7:11	R-58	R-TRANS	104380	41640	62740	31.37
16	6/4/2013	7:24	06	OETMANN	97660	38400	59260	29.63
17	6/4/2013	7:33	116	FRASER	107400	35440	71960	35.98
18	6/4/2013	7:40	4	SHULL	102720	40080	62640	31.32
19	6/4/2013	7:46	K-3	KENS	97960	36220	61740	30.87
20	6/4/2013	7:53	007	TERRA-EX	96400	39180	57220	28.61
21	6/4/2013	7:58	11	GEC	108800	39860	68940	34.47
22	6/4/2013	12:00	10	KISSLER	105260	38660	66600	33.30
23	6/4/2013	12:15	201	L ADAMS	106340	38980	67360	33.68
24	6/4/2013	12:19	101	R ADAMS	103700	38780	64920	32.46
25	6/4/2013	12:27	9	KISSLER	106080	41100	64980	32.49
26	6/4/2013	12:36	21	HINES	102900	40300	62600	31.30
27	6/4/2013	12:45	05	SINES	103260	35940	67320	33.66
28	6/4/2013	12:48	06	SINES	101900	38920	62980	31.49
29	6/4/2013	12:54	08	SINES	103280	39400	63880	31.94
30	6/4/2013	14:01	Y-53	YELLOW	118580	40560	78020	39.01
31	6/4/2013	15:25	VOS	VOS	113860	37960	75900	37.95
32	6/4/2013	15:35	1	MURRAY	102560	37300	65260	32.63
33	6/4/2013	15:49	4	SHULL	118780	40080	78700	39.35
34	6/4/2013	15:54	3	MURRAY	122780	33500	89280	44.64
35	6/4/2013	16:05	116	FRASER	100880	35440	65440	32.72
36	6/5/2013	6:40	5	DLE	95040	40160	54880	27.44
37	6/5/2013	6:51	10	KISSLER	104520	38660	65860	32.93
38	6/5/2013	7:12	R-53	R-TRANS	113460	39420	74040	37.02
39	6/5/2013	7:12	R-62	R-TRANS	107960	41820	66140	33.07
40	6/5/2013	7:16	08	SINES	106120	39400	66720	33.36
41	6/5/2013	7:22	06	SINES	104180	38920	65260	32.63
42	6/5/2013	7:32	05	SINES	102020	35940	66080	33.04
43	6/5/2013	7:39	06	OETMANN	101840	38400	63440	31.72
44	6/5/2013	7:48	007	TERRA-EX	96940	39180	57760	28.88
45	6/5/2013	12:02	Y-53	YELLOW	102020	40560	61460	30.73
46	6/5/2013	12:18	1	MURRAY	91240	37300	53940	26.97
47	6/5/2013	13:55	5	DLE	99340	40160	59180	29.59
48	6/5/2013	14:42	06	SINES	101340	38920	62420	31.21
49	6/5/2013	14:48	10	KISSLER	106300	38660	67640	33.82

TABLE C-5

**PL200149 (NON-HAZARDOUS SOIL TO WENATCHEE)**  
 Duwamish Sediment Other Area and Southwest Bank  
 Corrective Measure and Habitat Project  
 Boeing Plant 2  
 Seattle/Tukwila, Washington

NO.	DATE	TIME	TRUCK NO.	TRUCK CO.	GROSS WT.	TARE WT.	NET WT.	TOTAL TONS
<b>TOTAL CUMULATIVE TONS:</b>								<b>68,553.59</b>
50	6/5/2013	14:50	08	SINES	105260	39400	65860	32.93
51	6/5/2013	15:07	05	SINES	103340	35940	67400	33.70
52	6/5/2013	15:48	06	OLTMANN	97020	38400	58620	29.31
53	6/5/2013	16:05	R-53	R-TRANS	103340	39420	63920	31.96
54	6/5/2013	16:12	R-62	R-TRANS	105640	41820	63820	31.91
55	6/6/2013	5:50	201	L ADAMS	104620	38980	65640	32.82
56	6/6/2013	5:55	101	R ADAMS	105180	38780	66400	33.20
57	6/6/2013	5:59	11	KISSLER	104860	41080	63780	31.89
58	6/6/2013	6:05	23	CELORIE	108020	39420	68600	34.30
59	6/6/2013	6:15	22	CELORIE	105640	40060	65580	32.79
60	6/6/2013	6:18	4	SHULL	103460	40080	63380	31.69
61	6/6/2013	6:27	3	MURRAY	94520	33500	61020	30.51
62	6/6/2013	6:35	9	KISSLER	104640	41100	63540	31.77
63	6/6/2013	6:37	7	KISSLER	106480	39980	66500	33.25
64	6/6/2013	6:50	007	TERRA-X	107380	39180	68200	34.10
65	6/6/2013	7:09	6	KISSLER	107980	37760	70220	35.11
66	6/6/2013	11:33	05	SINES	105580	35940	69640	34.82
67	6/6/2013	11:36	08	SINES	104900	39400	65500	32.75
68	6/6/2013	11:42	10	KISSLER	104240	38660	65580	32.79
69	6/6/2013	11:47	06	SINES	105680	38920	66760	33.38
70	6/6/2013	12:08	5	DLE	101080	40160	60920	30.46
71	6/6/2013	12:25	Y-53	YELLOW	109240	40560	68680	34.34
72	6/6/2013	12:50	1	MURRAY	103120	37300	65820	32.91
73	6/6/2013	13:24	06	OLTMANN	101840	38400	63440	31.72
74	6/6/2013	13:33	R-62	R-TRANS	112220	41820	70400	35.20
75	6/6/2013	13:35	23	CELORIE	104420	39420	65000	32.50
76	6/6/2013	13:51	201	L ADAMS	105760	38980	66780	33.39
77	6/6/2013	13:52	101	R ADAMS	104380	38780	65600	32.80
78	6/6/2013	14:00	11	KISSLER	104220	41080	63140	31.57
79	6/6/2013	14:02	7	KISSLER	102440	39980	62460	31.23
80	6/6/2013	14:14	4	SHULL	103940	40080	63860	31.93
81	6/6/2013	14:18	9	KISSLER	104700	41100	63600	31.80
82	6/6/2013	14:24	6	KISSLER	104960	37760	67200	33.60
83	6/6/2013	14:24	22	CELORIE	104320	40060	64260	32.13
84	6/6/2013	15:33	3	MURRAY	98820	33500	65320	32.66
85	6/7/2013	5:31	2	WINTER	101020	39900	61120	30.56
86	6/7/2013	5:41	10	WINTER	103940	40400	63540	31.77
87	6/7/2013	5:50	05	SINES	104060	35940	68120	34.06
88	6/7/2013	5:54	10	KISSLER	105240	38660	66580	33.29
89	6/7/2013	5:59	06	SINES	104260	38920	65340	32.67
90	6/7/2013	6:10	08	SINES	108020	39400	68620	34.31
91	6/7/2013	6:12	116	FRASER	98880	35440	63440	31.72
92	6/7/2013	6:45	007	TERRA-X	103460	39180	64280	32.14
93	6/7/2013	11:51	11	KISSLER	103200	41080	62120	31.06
94	6/7/2013	11:54	9	KISSLER	103940	41100	62840	31.42
95	6/7/2013	12:07	4	SHULL	101300	40080	61220	30.61
96	6/10/2013	5:47	101	R ADAMS	102160	38780	63380	31.69
97	6/10/2013	5:57	08	SINES	109100	39400	69700	34.85
98	6/10/2013	6:06	22	CELORIE	105220	40060	65160	32.58
99	6/10/2013	6:08	06	SINES	104140	38920	65220	32.61

TABLE C-5

**PL200149 (NON-HAZARDOUS SOIL TO WENATCHEE)**  
 Duwamish Sediment Other Area and Southwest Bank  
 Corrective Measure and Habitat Project  
 Boeing Plant 2  
 Seattle/Tukwila, Washington

NO.	DATE	TIME	TRUCK NO.	TRUCK CO.	GROSS WT.	TARE WT.	NET WT.	TOTAL TONS
<b>TOTAL CUMULATIVE TONS:</b>								<b>68,553.59</b>
100	6/10/2013	6:11	K-3	KENS	95840	36220	59620	29.81
101	6/10/2013	6:20	582	INTWEST	97080	39740	57340	28.67
102	6/10/2013	6:23	11	KISSLER	104440	41080	63360	31.68
103	6/10/2013	6:32	10	GEC	98560	37540	61020	30.51
104	6/10/2013	6:42	588	INTWEST	97320	39740	57580	28.79
105	6/10/2013	6:45	5	DLE	91060	40160	50900	25.45
106	6/10/2013	6:51	3	MURRAY	99360	33500	65860	32.93
107	6/10/2013	6:56	VOS	VOS	102080	37960	64120	32.06
108	6/10/2013	7:03	1	MURRAY	94260	37300	56960	28.48
109	6/10/2013	7:05	Y-53	YELLOW	105320	40560	64760	32.38
110	6/10/2013	7:11	590	INTWEST	95300	39860	55440	27.72
111	6/10/2013	7:22	574	INTWEST	104180	40940	63240	31.62
112	6/10/2013	7:49	007	TERRA-X	103220	39180	64040	32.02
113	6/10/2013	7:57	06	OLTMANN	98880	38400	60480	30.24
114	6/10/2013	8:20	584	INTWEST	96200	38840	57360	28.68
115	6/10/2013	8:23	592	INTWEST	94480	40160	54320	27.16
116	6/10/2013	8:42	9	KISSLER	104700	41100	63600	31.80
117	6/10/2013	8:42	10	KISSLER	103860	38660	65200	32.60
118	6/10/2013	8:42	R-51	R-TRANS	103080	40280	62800	31.40
119	6/10/2013	8:55	4	KISSLER	103700	38500	65200	32.60
120	6/10/2013	8:56	96	KISSLER	100020	41940	58080	29.04
121	6/10/2013	12:35	4	SHULL	100540	40080	60460	30.23
122	6/10/2013	12:58	08	SINES	104420	39400	65020	32.51
123	6/10/2013	13:07	101	R ADAMS	105060	38780	66280	33.14
124	6/10/2013	13:12	06	SINES	88920	38920	50000	25.00
125	6/10/2013	13:25	22	CELORIE	105860	40060	65800	32.90
126	6/10/2013	14:02	11	KISSLER	104320	41080	63240	31.62
127	6/10/2013	15:24	3	MURRAY	106540	33500	73040	36.52
128	6/10/2013	15:25	1	MURRAY	101560	37300	64260	32.13
129	6/10/2013	15:35	Y-53	YELLOW	101280	40560	60720	30.36
130	6/10/2013	15:38	590	INTWEST	98200	39860	58340	29.17
131	6/10/2013	15:51	582	INTWEST	94740	39740	55000	27.50
132	6/10/2013	16:08	588	INTWEST	96020	39740	56280	28.14
133	6/11/2013	5:40	VOS	VOS	106540	37960	68580	34.29
134	6/11/2013	5:46	B2	BRANDT	107240	40840	66400	33.20
135	6/11/2013	5:54	K-3	KENS	97500	36220	61280	30.64
136	6/11/2013	6:06	R-62	R-TRANS	105700	41820	63880	31.94
137	6/11/2013	6:12	06	OLTMANN	101800	38400	63400	31.70
138	6/11/2013	7:25	007	TERRA-X	100680	39180	61500	30.75
139	6/11/2013	8:05	592	INTWEST	95780	40160	55620	27.81
140	6/11/2013	8:40	584	INTWEST	99400	38840	60560	30.28
141	6/11/2013	9:00	96	KISSLER	102460	41940	60520	30.26
142	6/11/2013	11:34	06	SINES	105200	38920	66280	33.14
143	6/11/2013	11:49	08	SINES	105940	39400	66540	33.27
144	6/11/2013	11:54	101	R ADAMS	106900	38780	68120	34.06
145	6/11/2013	12:02	22	CELORIE	104660	40060	64600	32.30
146	6/11/2013	12:12	4	SHULL	105420	40080	65340	32.67
147	6/11/2013	12:22	1	MURRAY	96920	37300	59620	29.81
148	6/11/2013	12:41	3	MURRAY	100080	33500	66580	33.29
149	6/11/2013	12:47	590	INTWEST	101520	39860	61660	30.83

TABLE C-5

**PL200149 (NON-HAZARDOUS SOIL TO WENATCHEE)**  
 Duwamish Sediment Other Area and Southwest Bank  
 Corrective Measure and Habitat Project  
 Boeing Plant 2  
 Seattle/Tukwila, Washington

NO.	DATE	TIME	TRUCK NO.	TRUCK CO.	GROSS WT.	TARE WT.	NET WT.	TOTAL TONS
<b>TOTAL CUMULATIVE TONS:</b>								<b>68,553.59</b>
150	6/11/2013	12:54	B2	BRANDT	108280	40840	67440	33.72
151	6/11/2013	13:09	11	KISSLER	102860	41080	61780	30.89
152	6/11/2013	13:16	K-3	KENS	105800	36220	69580	34.79
153	6/11/2013	14:10	06	OLTmann	101020	38400	62620	31.31
154	6/11/2013	14:58	582	INTWEST	109680	39740	69940	34.97
155	6/11/2013	15:02	588	INTWEST	107140	39740	67400	33.70
156	6/12/2013	5:40	06	SINES	105000	38920	66080	33.04
157	6/12/2013	5:50	08	SINES	109360	39400	69960	34.98
158	6/12/2013	5:54	22	CELORIE	103540	40060	63480	31.74
159	6/12/2013	5:58	101	R ADAMS	102260	38780	63480	31.74
160	6/12/2013	6:02	VOS	VOS	109480	37960	71520	35.76
161	6/12/2013	8:26	96	KISSLER	106060	41940	64120	32.06
162	6/12/2013	8:27	6	KISSLER	106000	37760	68240	34.12
163	6/12/2013	11:40	11	KISSLER	106420	41080	65340	32.67
164	6/12/2013	12:00	K-3	KENS	110740	36220	74520	37.26
165	6/12/2013	12:08	4	SHULL	120200	40080	80120	40.06
166	6/12/2013	12:37	08	SINES	107560	39400	68160	34.08
167	6/12/2013	12:40	582	INTWEST	105040	39740	65300	32.65
168	6/12/2013	12:46	3	MURRAY	102620	33500	69120	34.56
169	6/12/2013	12:49	1	MURRAY	102460	37300	65160	32.58
170	6/12/2013	12:58	590	INTWEST	107240	39860	67380	33.69
171	6/12/2013	13:02	588	INTWEST	101300	39740	61560	30.78
172	6/12/2013	13:11	22	CELORIE	104780	40060	64720	32.36
173	6/12/2013	14:03	06	SINES	106340	38920	67420	33.71
174	6/12/2013	14:09	592	INTWEST	106080	40160	65920	32.96
175	6/12/2013	15:27	06	OLTmann	107640	38400	69240	34.62
176	6/13/2013	5:39	10	GEC	111240	37540	73700	36.85
177	6/13/2013	5:43	F116	FRASER	107280	35440	71840	35.92
178	6/13/2013	5:50	K-3	KENS	109800	36220	73580	36.79
179	6/13/2013	5:57	VOS	VOS	112500	37960	74540	37.27
180	6/13/2013	6:02	11	KISSLER	104960	41080	63880	31.94
181	6/13/2013	6:14	R-62	R-TRANS	113240	41820	71420	35.71
182	6/13/2013	6:37	007	TERRA-X	110880	39180	71700	35.85
183	6/13/2013	7:13	05	SHULL	109100	42600	66500	33.25
184	6/13/2013	7:56	96	KISSLER	106200	41940	64260	32.13
185	6/13/2013	8:12	586	INTWEST	108680	40240	68440	34.22
186	6/13/2013	10:56	Y-53	YELLOW	118240	40560	77680	38.84
187	6/13/2013	11:28	22	CELORIE	104080	40060	64020	32.01
188	6/13/2013	11:41	08	SINES	104940	39400	65540	32.77
189	6/13/2013	12:14	4	SHULL	102620	40080	62540	31.27
190	6/13/2013	12:34	10	GEC	111160	37540	73620	36.81
191	6/13/2013	12:41	1	MURRAY	101600	37300	64300	32.15
192	6/13/2013	12:47	3	MURRAY	99480	33500	65980	32.99
193	6/13/2013	12:53	06	OLTmann	98980	38400	60580	30.29
194	6/13/2013	13:21	590	INTWEST	101120	39860	61260	30.63
195	6/13/2013	13:25	588	INTWEST	107220	39740	67480	33.74
196	6/13/2013	13:28	582	INTWEST	100640	39740	60900	30.45
197	6/13/2013	13:33	K-3	KENS	97120	36220	60900	30.45
198	6/13/2013	13:43	F116	FRASER	111400	35440	75960	37.98
199	6/13/2013	16:17	05	SHULL	115540	42600	72940	36.47

**TABLE C-5**

**PL200149 (NON-HAZARDOUS SOIL TO WENATCHEE)**  
 Duwamish Sediment Other Area and Southwest Bank  
 Corrective Measure and Habitat Project  
 Boeing Plant 2  
 Seattle/Tukwila, Washington

NO.	DATE	TIME	TRUCK NO.	TRUCK CO.	GROSS WT.	TARE WT.	NET WT.	TOTAL TONS
<b>TOTAL CUMULATIVE TONS:</b>								<b>68,553.59</b>
200	6/13/2013	16:30	06	SINES	105020	38920	66100	33.05
201	6/14/2013	5:45	08	SINES	105800	39400	66400	33.20
202	6/14/2013	5:48	22	CELORIE	104960	40060	64900	32.45
203	6/14/2013	5:50	VOS	VOS	107400	37960	69440	34.72
204	6/14/2013	6:20	Y-53	YELLOW	107180	40560	66620	33.31
205	6/14/2013	6:42	007	TERRA-X	109340	39180	70160	35.08
206	6/14/2013	7:56	586	INTWEST	99420	40240	59180	29.59
207	6/14/2013	8:25	7	KISSLER	104920	39980	64940	32.47
208	6/14/2013	8:30	4	KISSLER	102600	38500	64100	32.05
209	6/14/2013	8:52	13	KISSLER	105140	41440	63700	31.85
210	6/14/2013	8:58	96	KISSLER	105260	41940	63320	31.66
211	6/14/2013	12:32	4	SHULL	101680	40080	61600	30.80
212	6/14/2013	12:35	05	SHULL	108840	42600	66240	33.12
213	6/17/2013	5:36	R-51	R-TRANS	105320	40280	65040	32.52
214	6/17/2013	5:42	11	GEC	109660	39860	69800	34.90
215	6/17/2013	5:47	11	KISSLER	102700	41080	61620	30.81
216	6/17/2013	5:56	B2	BRANDT	114920	40840	74080	37.04
217	6/17/2013	5:58	201	L ADAMS	106620	38980	67640	33.82
218	6/17/2013	6:07	10	KISSLER	105300	38660	66640	33.32
219	6/17/2013	6:15	R-58	R-TRANS	112100	41640	70460	35.23
220	6/17/2013	6:25	3	MURRAY	109600	33500	76100	38.05
221	6/17/2013	6:28	1	MURRAY	101840	37300	64540	32.27
222	6/17/2013	6:30	VOS	VOS	111120	37960	73160	36.58
223	6/17/2013	6:30	Y-53	YELLOW	111980	40560	71420	35.71
224	6/17/2013	6:44	1	MERANTO	113000	37640	75360	37.68
225	6/17/2013	6:44	K-3	KENS	106480	36220	70260	35.13
226	6/17/2013	6:49	96	KISSLER	107840	41940	65900	32.95
227	6/17/2013	6:56	06	OLTMANN	102580	38400	64180	32.09
228	6/17/2013	7:03	007	TERRA-X	103360	39180	64180	32.09
229	6/17/2013	7:10	582	INTWEST	99420	39740	59680	29.84
230	6/17/2013	7:20	574	INTWEST	112080	40940	71140	35.57
231	6/17/2013	7:38	586	INTWEST	100780	40240	60540	30.27
232	6/17/2013	7:44	6	KISSLER	106420	37760	68660	34.33
233	6/17/2013	7:58	13	KISSLER	107440	41440	66000	33.00
234	6/17/2013	8:04	584	INTWEST	100200	38840	61360	30.68
235	6/17/2013	8:04	588	INTWEST	98860	39740	59120	29.56
236	6/17/2013	8:18	4	KISSLER	103320	38500	64820	32.41
237	6/17/2013	8:24	8	KISSLER	103900	40260	63640	31.82
238	6/17/2013	8:30	592	INTWEST	99500	40160	59340	29.67
239	6/17/2013	12:31	05	SHULL	106160	42600	63560	31.78
240	6/17/2013	13:08	9	KISSLER	105680	41100	64580	32.29
241	6/17/2013	13:11	10	KISSLER	104680	38660	66020	33.01
242	6/17/2013	13:20	06	SINES	106320	38920	67400	33.70
243	6/17/2013	13:24	23	CELORIE	106100	39420	66680	33.34
244	6/17/2013	13:32	08	SINES	105240	39400	65840	32.92
245	6/17/2013	13:40	201	L ADAMS	106580	38980	67600	33.80
246	6/17/2013	13:42	11	KISSLER	104320	41080	63240	31.62
247	6/17/2013	13:50	4	SHULL	106160	40080	66080	33.04
248	6/17/2013	13:53	B2	BRANDT	109520	40840	68680	34.34
249	6/17/2013	14:04	22	CELORIE	104660	40060	64600	32.30

TABLE C-5

**PL200149 (NON-HAZARDOUS SOIL TO WENATCHEE)**  
 Duwamish Sediment Other Area and Southwest Bank  
 Corrective Measure and Habitat Project  
 Boeing Plant 2  
 Seattle/Tukwila, Washington

NO.	DATE	TIME	TRUCK NO.	TRUCK CO.	GROSS WT.	TARE WT.	NET WT.	TOTAL TONS				
					<b>TOTAL CUMULATIVE TONS: 68,553.59</b>							
250	6/17/2013	14:06	07	SINES	105800	41260	64540	32.27				
251	6/17/2013	14:30	06	OLTMANN	98160	38400	59760	29.88				
252	6/17/2013	14:38	96	KISSLER	107700	41940	65760	32.88				
253	6/17/2013	14:44	R-58	R-TRANS	108100	41640	66460	33.23				
254	6/17/2013	14:52	1	MURRAY	100440	37300	63140	31.57				
255	6/17/2013	14:52	3	MURRAY	104300	33500	70800	35.40				
256	6/17/2013	15:02	19	CELORIE	105280	39780	65500	32.75				
257	6/17/2013	15:05	6	KISSLER	107740	37760	69980	34.99				
258	6/17/2013	15:12	582	INTWEST	98540	39740	58800	29.40				
259	6/18/2013	5:37	10	GEC	103740	37540	66200	33.10				
260	6/18/2013	5:43	K-3	KENS	105480	36220	69260	34.63				
261	6/18/2013	5:44	11	GEC	111240	39860	71380	35.69				
262	6/18/2013	5:57	R-61	R-TRANS	102680	41460	61220	30.61				
263	6/18/2013	6:04	VOS	VOS	101040	37960	63080	31.54				
264	6/18/2013	6:09	13	KISSLER	107280	41440	65840	32.92				
265	6/18/2013	6:38	Y-53	YELLOW	105980	40560	65420	32.71				
266	6/18/2013	6:39	574	INTWEST	104780	40940	63840	31.92				
267	6/18/2013	6:45	007	TERRA-X	108420	39180	69240	34.62				
268	6/18/2013	7:40	1	MERANTO	103480	37640	65840	32.92				
269	6/18/2013	7:48	99	R-TRANS	108880	38740	70140	35.07				
270	6/18/2013	7:51	586	INTWEST	97980	40240	57740	28.87				
271	6/18/2013	7:55	588	INTWEST	97180	39740	57440	28.72				
272	6/18/2013	8:06	592	INTWEST	95660	40160	55500	27.75				
273	6/18/2013	8:35	584	INTWEST	97520	38840	58680	29.34				
274	6/18/2013	11:37	6	KISSLER	105120	37760	67360	33.68				
275	6/18/2013	11:53	10	KISSLER	106500	38660	67840	33.92				
276	6/18/2013	11:53	19	CELORIE	106900	39780	67120	33.56				
277	6/18/2013	11:56	22	CELORIE	104300	40060	64240	32.12				
278	6/18/2013	12:13	11	KISSLER	102880	41080	61800	30.90				
279	6/18/2013	12:14	07	SINES	108860	41260	67600	33.80				
280	6/18/2013	12:14	B2	BRANDT	107960	40840	67120	33.56				
281	6/18/2013	12:19	08	SINES	105920	39400	66520	33.26				
282	6/18/2013	12:21	96	KISSLER	107320	41940	65380	32.69				
283	6/18/2013	12:28	06	SINES	103220	38920	64300	32.15				
284	6/18/2013	12:36	9	KISSLER	104320	41100	63220	31.61				
285	6/18/2013	12:49	23	CELORIE	107420	39420	68000	34.00				
286	6/18/2013	12:51	201	L ADAMS	107740	38980	68760	34.38				
287	6/18/2013	12:58	4	SHULL	110120	40080	70040	35.02				
288	6/18/2013	13:00	R-62	R-TRANS	111080	41820	69260	34.63				
289	6/18/2013	13:02	05	SHULL	109940	42600	67340	33.67				
290	6/18/2013	13:13	1	MURRAY	100920	37300	63620	31.81				
291	6/18/2013	13:20	3	MURRAY	101080	33500	67580	33.79				
292	6/18/2013	13:22	582	INTWEST	97480	39740	57740	28.87				
293	6/18/2013	13:45	13	KISSLER	103320	41440	61880	30.94				
294	6/18/2013	13:50	R-61	R-TRANS	107220	41460	65760	32.88				
295	6/18/2013	15:30	99	R-TRANS	107860	38740	69120	34.56				
296	6/18/2013	16:45	584	INTWEST	103660	38840	64820	32.41				
297	6/18/2013		R-58	R-TRANS	108100	41640	66460	33.23				
298	6/19/2013	5:38	R-51	R-TRANS	105260	40280	64980	32.49				
299	6/19/2013	5:46	08	SINES	111220	39400	71820	35.91				

TABLE C-5

**PL200149 (NON-HAZARDOUS SOIL TO WENATCHEE)**  
 Duwamish Sediment Other Area and Southwest Bank  
 Corrective Measure and Habitat Project  
 Boeing Plant 2  
 Seattle/Tukwila, Washington

NO.	DATE	TIME	TRUCK NO.	TRUCK CO.	GROSS WT.	TARE WT.	NET WT.	TOTAL TONS				
					<b>TOTAL CUMULATIVE TONS: 68,553.59</b>							
300	6/19/2013	5:46	10	GEC	105500	37540	67960	33.98				
301	6/19/2013	5:57	06	SINES	108420	38920	69500	34.75				
302	6/19/2013	5:57	07	SINES	105700	41260	64440	32.22				
303	6/19/2013	6:04	K-3	KENS	103920	36220	67700	33.85				
304	6/19/2013	6:13	10	KISSLER	107540	38660	68880	34.44				
305	6/19/2013	6:21	6	KISSLER	108140	37760	70380	35.19				
306	6/19/2013	6:22	11	KISSLER	102160	41080	61080	30.54				
307	6/19/2013	6:25	11	GEC	102960	39860	63100	31.55				
308	6/19/2013	6:32	VOS	VOS	106720	37960	68760	34.38				
309	6/19/2013	6:41	1	MERANTO	108520	37640	70880	35.44				
310	6/19/2013	6:54	586	INTWEST	99560	40240	59320	29.66				
311	6/19/2013	7:01	Y-53	YELLOW	105680	40560	65120	32.56				
312	6/19/2013	7:04	06	OLTMANN	102880	38400	64480	32.24				
313	6/19/2013	7:08	007	TERRA-X	102020	39180	62840	31.42				
314	6/19/2013	7:18	590	INTWEST	97280	39860	57420	28.71				
315	6/19/2013	7:23	22	CELORIE	104880	40060	64820	32.41				
316	6/19/2013	7:32	19	CELORIE	106640	39780	66860	33.43				
317	6/19/2013	7:35	96	KISSLER	106940	41940	65000	32.50				
318	6/19/2013	7:50	8	ROBERTS	106560	40700	65860	32.93				
319	6/19/2013	8:15	576	INTWEST	94100	39100	55000	27.50				
320	6/19/2013	8:15	592	INTWEST	90740	40160	50580	25.29				
321	6/19/2013	10:15	7	KISSLER	104680	39980	64700	32.35				
322	6/19/2013	10:26	5	KISSLER	105500	37900	67600	33.80				
323	6/19/2013	11:52	13	KISSLER	104860	41440	63420	31.71				
324	6/19/2013	11:55	9	KISSLER	106100	41100	65000	32.50				
325	6/19/2013	12:07	R-62	R-TRANS	110180	41820	68360	34.18				
326	6/19/2013	12:08	B2	BRANDT	106840	40840	66000	33.00				
327	6/19/2013	12:18	23	CELORIE	106160	39420	66740	33.37				
328	6/19/2013	12:30	201	L ADAMS	106880	38980	67900	33.95				
329	6/19/2013	12:35	R-61	R-TRANS	106280	41460	64820	32.41				
330	6/19/2013	12:38	05	SHULL	109900	42600	67300	33.65				
331	6/19/2013	12:46	1	MURRAY	97200	37300	59900	29.95				
332	6/19/2013	12:50	4	SHULL	113920	40080	73840	36.92				
333	6/19/2013	13:00	06	SINES	106100	38920	67180	33.59				
334	6/19/2013	13:12	07	SINES	108040	41260	66780	33.39				
335	6/19/2013	13:13	08	SINES	103080	39400	63680	31.84				
336	6/19/2013	13:16	582	INTWEST	101600	39740	61860	30.93				
337	6/19/2013	13:24	6	KISSLER	108600	37760	70840	35.42				
338	6/19/2013	13:45	10	KISSLER	104600	38660	65940	32.97				
339	6/19/2013	13:46	99	R-TRANS	105040	38740	66300	33.15				
340	6/19/2013	13:50	11	KISSLER	100380	41080	59300	29.65				
341	6/19/2013	15:00	96	KISSLER	104380	41940	62440	31.22				
342	6/19/2013	15:07	22	CELORIE	104760	40060	64700	32.35				
343	6/19/2013	15:10	19	CELORIE	105320	39780	65540	32.77				
344	6/19/2013		584	INTWEST	93860	38840	55020	27.51				
345	6/20/2013	5:30	R-53	R-TRANS	102640	39420	63220	31.61				
346	6/20/2013	5:43	9	KISSLER	104160	41100	63060	31.53				
347	6/20/2013	5:48	K-3	KENS	96600	36220	60380	30.19				
348	6/20/2013	5:53	201	L ADAMS	105220	38980	66240	33.12				
349	6/20/2013	5:56	R-61	R-TRANS	105260	41460	63800	31.90				

TABLE C-5

**PL200149 (NON-HAZARDOUS SOIL TO WENATCHEE)**  
 Duwamish Sediment Other Area and Southwest Bank  
 Corrective Measure and Habitat Project  
 Boeing Plant 2  
 Seattle/Tukwila, Washington

NO.	DATE	TIME	TRUCK NO.	TRUCK CO.	GROSS WT.	TARE WT.	NET WT.	TOTAL TONS				
					<b>TOTAL CUMULATIVE TONS: 68,553.59</b>							
350	6/20/2013	6:04	8	ROBERTS	105720	40700	65020	32.51				
351	6/20/2013	6:06	13	KISSLER	106180	41440	64740	32.37				
352	6/20/2013	6:11	1	MERANTO	101480	37640	63840	31.92				
353	6/20/2013	6:11	VOS	VOS	106600	37960	68640	34.32				
354	6/20/2013	6:17	23	CELORIE	106140	39420	66720	33.36				
355	6/20/2013	6:26	06	OLTMANN	95300	38400	56900	28.45				
356	6/20/2013	6:51	007	TERRA-X	107560	39180	68380	34.19				
357	6/20/2013	6:55	584	INTWEST	99120	38840	60280	30.14				
358	6/20/2013	7:38	588	INTWEST	98680	39740	58940	29.47				
359	6/20/2013	8:45	Y-53	YELLOW	98380	40560	57820	28.91				
360	6/20/2013	11:39	10	KISSLER	108400	38660	69740	34.87				
361	6/20/2013	11:42	11	KISSLER	102440	41080	61360	30.68				
362	6/20/2013	11:46	22	CELORIE	104420	40060	64360	32.18				
363	6/20/2013	11:54	06	SINES	104380	38920	65460	32.73				
364	6/20/2013	12:00	07	SINES	108100	41260	66840	33.42				
365	6/20/2013	12:06	08	SINES	105480	39400	66080	33.04				
366	6/20/2013	12:10	96	KISSLER	107440	41940	65500	32.75				
367	6/20/2013	12:16	B2	BRANDT	109880	40840	69040	34.52				
368	6/20/2013	12:25	19	CELORIE	108460	39780	68680	34.34				
369	6/20/2013	12:35	9	KISSLER	107400	41100	66300	33.15				
370	6/20/2013	12:50	05	SHULL	103200	42600	60600	30.30				
371	6/20/2013	12:58	4	SHULL	107520	40080	67440	33.72				
372	6/20/2013	13:13	R-61	R-TRANS	106980	41460	65520	32.76				
373	6/20/2013	13:16	201	L ADAMS	106620	38980	67640	33.82				
374	6/20/2013	13:20	1	MURRAY	102900	37300	65600	32.80				
375	6/20/2013	13:24	23	CELORIE	105980	39420	66560	33.28				
376	6/20/2013	13:34	K-3	KENS	101760	36220	65540	32.77				
377	6/20/2013	13:44	13	KISSLER	107980	41440	66540	33.27				
378	6/20/2013	13:45	99	R-TRANS	108440	38740	69700	34.85				
379	6/20/2013	13:47	584	INTWEST	97420	38840	58580	29.29				
380	6/20/2013	14:04	1	MERANTO	112160	37640	74520	37.26				
381	6/20/2013	14:07	06	OLTMANN	107960	38400	69560	34.78				
382	6/20/2013	14:08	8	ROBERTS	110440	40700	69740	34.87				
383	6/20/2013	15:11	R-58	R-TRANS	110540	41640	68900	34.45				
384	6/20/2013	15:12	R-57	R-TRANS	111720	41680	70040	35.02				
385	6/21/2013	5:33	10	GEC	102940	37540	65400	32.70				
386	6/21/2013	5:48	22	CELORIE	105020	40060	64960	32.48				
387	6/21/2013	5:49	08	SINES	106040	39400	66640	33.32				
388	6/21/2013	5:55	07	SINES	109480	41260	68220	34.11				
389	6/21/2013	5:56	06	SINES	102900	38920	63980	31.99				
390	6/21/2013	6:10	VOS	VOS	110300	37960	72340	36.17				
391	6/21/2013	6:12	11	KISSLER	104820	41080	63740	31.87				
392	6/21/2013	6:25	Y-53	YELLOW	104060	40560	63500	31.75				
393	6/21/2013	6:39	584	INTWEST	97420	38840	58580	29.29				
394	6/21/2013	6:43	574	INTWEST	105340	40940	64400	32.20				
395	6/21/2013	6:52	568	INTWEST	95840	38920	56920	28.46				
396	6/21/2013	6:55	8	KISSLER	105880	40260	65620	32.81				
397	6/21/2013	7:05	007	TERRA-X	105240	39180	66060	33.03				
398	6/21/2013	7:06	588	INTWEST	103880	39740	64140	32.07				
399	6/21/2013	7:44	10	KISSLER	107500	38660	68840	34.42				

TABLE C-5

**PL200149 (NON-HAZARDOUS SOIL TO WENATCHEE)**  
 Duwamish Sediment Other Area and Southwest Bank  
 Corrective Measure and Habitat Project  
 Boeing Plant 2  
 Seattle/Tukwila, Washington

NO.	DATE	TIME	TRUCK NO.	TRUCK CO.	GROSS WT.	TARE WT.	NET WT.	TOTAL TONS				
					<b>TOTAL CUMULATIVE TONS: 68,553.59</b>							
400	6/21/2013	9:30	96	KISSLER	109220	41940	67280	33.64				
401	6/21/2013	11:59	13	KISSLER	107280	41440	65840	32.92				
402	6/21/2013	12:01	8	ROBERTS	108880	40700	68180	34.09				
403	6/21/2013	12:16	9	KISSLER	104580	41100	63480	31.74				
404	6/21/2013	12:30	4	SHULL	99200	40080	59120	29.56				
405	6/24/2013	5:29	R-53	R-TRANS	109320	39420	69900	34.95				
406	6/24/2013	5:34	08	SINES	106240	39400	66840	33.42				
407	6/24/2013	5:39	06	SINES	106800	38920	67880	33.94				
408	6/24/2013	5:45	B2	BRANDT	108860	40840	68020	34.01				
409	6/24/2013	5:57	11	KISSLER	103720	41080	62640	31.32				
410	6/24/2013	6:04	22	CELORIE	105020	40060	64960	32.48				
411	6/24/2013	6:15	201	L ADAMS	106720	38980	67740	33.87				
412	6/24/2013	6:17	10	GEC	104360	37540	66820	33.41				
413	6/24/2013	6:24	Y-53	YELLOW	109960	40560	69400	34.70				
414	6/24/2013	6:28	VOS	VOS	102420	37960	64460	32.23				
415	6/24/2013	6:38	1	MERANTO	109540	37640	71900	35.95				
416	6/24/2013	6:49	06	OLTMANN	103760	38400	65360	32.68				
417	6/24/2013	6:53	99	R-TRANS	114980	38740	76240	38.12				
418	6/24/2013	6:56	07	SHULL	116760	39460	77300	38.65				
419	6/24/2013	7:05	007	TERRA-X	107480	39180	68300	34.15				
420	6/24/2013	7:13	96	KISSLER	106660	41940	64720	32.36				
421	6/24/2013	8:00	1	MURRAY	100620	37300	63320	31.66				
422	6/24/2013	8:00	3	MURRAY	104720	33500	71220	35.61				
423	6/24/2013	8:16	1	HUNT	114380	41180	73200	36.60				
424	6/24/2013	8:16	4	JLK	109140	40540	68600	34.30				
425	6/24/2013	10:12	8	ROBERTS	108740	40700	68040	34.02				
426	6/24/2013	11:27	4	KISSLER	104920	38500	66420	33.21				
427	6/24/2013	11:35	6	KISSLER	105500	37760	67740	33.87				
428	6/24/2013	11:43	4	SHULL	103420	40080	63340	31.67				
429	6/24/2013	12:24	08	SINES	105520	39400	66120	33.06				
430	6/24/2013	12:38	R-53	R-TRANS	106940	39420	67520	33.76				
431	6/24/2013	12:42	06	SINES	104740	38920	65820	32.91				
432	6/24/2013	13:04	B2	BRANDT	101140	40840	60300	30.15				
433	6/24/2013	13:28	13	KISSLER	105780	41440	64340	32.17				
434	6/24/2013	13:39	11	KISSLER	103300	41080	62220	31.11				
435	6/24/2013	13:40	201	L ADAMS	107140	38980	68160	34.08				
436	6/24/2013	13:48	9	KISSLER	104600	41100	63500	31.75				
437	6/24/2013	13:55	22	CELORIE	106740	40060	66680	33.34				
438	6/24/2013	14:04	R-61	R-TRANS	107300	41460	65840	32.92				
439	6/24/2013	14:20	10	KISSLER	106540	38660	67880	33.94				
440	6/24/2013	14:25	96	KISSLER	105380	41940	63440	31.72				
441	6/24/2013	15:20	99	R-TRANS	113340	38740	74600	37.30				
442	6/24/2013	15:56	07	SHULL	101300	39460	61840	30.92				
443	6/24/2013	16:10	1	MURRAY	103440	37300	66140	33.07				
444	6/24/2013		1	HUNT	112560	41180	71380	35.69				
445	6/25/2013	5:47	10	GEC	105300	37540	67760	33.88				
446	6/25/2013	6:12	Y-53	YELLOW	102240	40560	61680	30.84				
447	6/25/2013	6:19	1	MERANTO	102800	37640	65160	32.58				
448	6/25/2013	6:23	4	SHULL	107940	40080	67860	33.93				
449	6/25/2013	6:37	06	OLTMANN	99480	38400	61080	30.54				

TABLE C-5

**PL200149 (NON-HAZARDOUS SOIL TO WENATCHEE)**  
 Duwamish Sediment Other Area and Southwest Bank  
 Corrective Measure and Habitat Project  
 Boeing Plant 2  
 Seattle/Tukwila, Washington

NO.	DATE	TIME	TRUCK NO.	TRUCK CO.	GROSS WT.	TARE WT.	NET WT.	TOTAL TONS
<b>TOTAL CUMULATIVE TONS:</b>								<b>68,553.59</b>
450	6/25/2013	6:41	4	JLK	105060	40540	64520	32.26
451	6/25/2013	6:57	007	TERRA-X	105580	39180	66400	33.20
452	6/25/2013	7:45	01	FISCHER	107460	40720	66740	33.37
453	6/25/2013	7:45	8	KOLE	107080	39520	67560	33.78
454	6/25/2013	10:31	8	ROBERTS	102780	40700	62080	31.04
455	6/25/2013	11:55	13	KISSLER	104020	41440	62580	31.29
456	6/25/2013	11:57	99	R-TRANS	103940	38740	65200	32.60
457	6/25/2013	11:58	1	HUNT	105520	41180	64340	32.17
458	6/25/2013	12:14	B2	BRANDT	109480	40840	68640	34.32
459	6/25/2013	12:15	96	KISSLER	106100	41940	64160	32.08
460	6/25/2013	12:20	1	MURRAY	92740	37300	55440	27.72
461	6/25/2013	13:08	07	SHULL	106800	39460	67340	33.67
462	6/25/2013	13:30	4	SHULL	107060	40080	66980	33.49
463	6/25/2013	14:46	4	JLK	101960	40540	61420	30.71
464	6/25/2013	15:10	3	MURRAY	100980	33500	67480	33.74
465	6/25/2013	15:45	8	KOLE	103640	39520	64120	32.06
466	6/25/2013	15:55	01	FISCHER	111700	40720	70980	35.49
467	6/26/2013	5:40	1	HUNT	105340	41180	64160	32.08
468	6/26/2013	5:40	99	R-TRANS	112240	38740	73500	36.75
469	6/26/2013	5:45	VOS	VOS	116000	37960	78040	39.02
470	6/26/2013	5:50	1	MERANTO	106480	37640	68840	34.42
471	6/26/2013	6:00	Y-53	YELLOW	109840	40560	69280	34.64
472	6/26/2013	6:07	13	KISSLER	109400	41440	67960	33.98
473	6/26/2013	6:11	06	OLTMANN	103140	38400	64740	32.37
474	6/26/2013	7:01	007	TERRA-X	108360	39180	69180	34.59
475	6/26/2013	10:30	8	ROBERTS	111640	40700	70940	35.47
476	6/26/2013	11:47	4	SHULL	110320	40080	70240	35.12
477	6/26/2013	11:53	4	JLK	111280	40540	70740	35.37
478	6/26/2013	12:04	B2	BRANDT	110220	40840	69380	34.69
479	6/26/2013	12:12	8	KOLE	104980	39520	65460	32.73
480	6/26/2013	12:14	1	MURRAY	98360	37300	61060	30.53
481	6/26/2013	12:21	07	SHULL	111860	39460	72400	36.20
482	6/26/2013	12:32	99	R-TRANS	106480	38740	67740	33.87
483	6/26/2013	12:45	01	FISCHER	109780	40720	69060	34.53
484	6/27/2013	5:45	1	MERANTO	111860	37640	74220	37.11
485	6/27/2013	5:46	VOS	VOS	108120	37960	70160	35.08
486	6/27/2013	5:53	4	SHULL	109440	40080	69360	34.68
487	6/27/2013	6:00	Y-53	YELLOW	104160	40560	63600	31.80
488	6/27/2013	6:23	06	OLTMANN	100060	38400	61660	30.83
489	6/27/2013	6:30	4	JLK	104920	40540	64380	32.19
490	6/27/2013	7:07	007	TERRA-X	101860	39180	62680	31.34
491	6/27/2013	7:32	43	VAN ZAN	104040	40440	63600	31.80
492	6/27/2013	10:15	8	ROBERTS	102620	40700	61920	30.96
493	6/27/2013	11:51	96	KISSLER	106660	41940	64720	32.36
494	6/27/2013	11:56	01	FISCHER	98280	40720	57560	28.78
495	6/27/2013	11:56	99	R-TRANS	98480	38740	59740	29.87
496	6/27/2013	12:15	B2	BRANDT	105280	40840	64440	32.22
497	6/27/2013	12:26	1	MURRAY	101480	37300	64180	32.09
498	6/27/2013	12:38	07	SHULL	110740	39460	71280	35.64
499	6/27/2013	13:20	K-3	KENS	105580	36220	69360	34.68

TABLE C-5

**PL200149 (NON-HAZARDOUS SOIL TO WENATCHEE)**  
 Duwamish Sediment Other Area and Southwest Bank  
 Corrective Measure and Habitat Project  
 Boeing Plant 2  
 Seattle/Tukwila, Washington

NO.	DATE	TIME	TRUCK NO.	TRUCK CO.	GROSS WT.	TARE WT.	NET WT.	TOTAL TONS
<b>TOTAL CUMULATIVE TONS:</b>								<b>68,553.59</b>
500	6/27/2013	13:24	3	MURRAY	91000	33500	57500	28.75
501	6/27/2013	13:27	4	SHULL	108960	40080	68880	34.44
502	6/27/2013	14:42	8	KOLE	104060	39520	64540	32.27
503	6/27/2013	14:54	10	GEC	107860	37540	70320	35.16
504	6/27/2013	15:44	4	JLK	105940	40540	65400	32.70
505	6/27/2013		06	OLTMANN	100380	38400	61980	30.99
506	6/28/2013	5:15	582	INTWEST	106140	39740	66400	33.20
507	6/28/2013	5:37	1	HUNT	111080	41180	69900	34.95
508	6/28/2013	5:37	99	R-TRANS	111960	38740	73220	36.61
509	6/28/2013	5:46	13	KISSLER	105380	41440	63940	31.97
510	6/28/2013	6:02	Y-53	YELLOW	109300	40560	68740	34.37
511	6/28/2013	6:20	194	INTWEST	109660	38280	71380	35.69
512	6/28/2013	7:19	574	INTWEST	110520	40940	69580	34.79
513	6/28/2013	8:46	01	FISCHER	115220	40720	74500	37.25
514	6/28/2013	9:40	7	KISSLER	104160	39980	64180	32.09
515	6/28/2013	9:57	96	KISSLER	105320	41940	63380	31.69
516	6/28/2013	10:15	8	ROBERTS	101600	40700	60900	30.45
517	6/28/2013	12:03	1	MURRAY	103980	37300	66680	33.34
518	6/28/2013	12:26	99	R-TRANS	102680	38740	63940	31.97
519	6/28/2013		584	INTWEST	100520	38840	61680	30.84
520	7/1/2013	5:36	3	MURRAY	92760	33500	59260	29.63
521	7/1/2013	6:35	B2	BRANDT	99060	40840	58220	29.11
522	7/1/2013	6:40	4	JLK	101260	40540	60720	30.36
523	7/1/2013	6:48	1	HUNT	103760	41180	62580	31.29
524	7/1/2013	6:50	01	FISCHER	107920	40720	67200	33.60
525	7/1/2013	6:52	4	SHULL	107540	40080	67460	33.73
526	7/1/2013	6:58	06	OLTMANN	106080	38400	67680	33.84
527	7/1/2013	6:59	07	SHULL	110680	39460	71220	35.61
528	7/1/2013	7:05	582	INTWEST	95560	39740	55820	27.91
529	7/1/2013	7:08	194	INTWEST	97160	38280	58880	29.44
530	7/1/2013	7:08	574	INTWEST	98460	40940	57520	28.76
531	7/1/2013	7:23	96	KISSLER	103900	41940	61960	30.98
532	7/1/2013	7:24	43	VAN ZAN	107360	40440	66920	33.46
533	7/1/2013	7:36	592	INTWEST	105880	40160	65720	32.86
534	7/1/2013	7:50	576	INTWEST	104580	39100	65480	32.74
535	7/1/2013	8:00	584	INTWEST	103660	38840	64820	32.41
536	7/1/2013	9:24	8	KOLE	106660	39520	67140	33.57
537	7/1/2013	11:38	99	R-TRANS	110500	38740	71760	35.88
538	7/1/2013	12:06	1	MURRAY	106800	37300	69500	34.75
539	7/1/2013	13:14	10	GEC	112840	37540	75300	37.65
540	7/1/2013	13:50	3	MURRAY	103140	33500	69640	34.82
541	7/1/2013	14:03	59	R-TRANS	94820	39780	55040	27.52
542	7/1/2013	14:45	06	OLTMANN	101600	38400	63200	31.60
543	7/1/2013	14:46	96	KISSLER	104560	41940	62620	31.31
544	7/1/2013	15:07	582	INTWEST	105280	39740	65540	32.77
545	7/1/2013	15:15	B2	BRANDT	109240	40840	68400	34.20
546	7/1/2013	15:16	1	HUNT	108020	41180	66840	33.42
547	7/1/2013	16:16	43	VAN ZAN	108440	40440	68000	34.00
548	7/2/2013	5:33	99	R-TRANS	112620	38740	73880	36.94
549	7/2/2013	6:08	4	SHULL	100560	40080	60480	30.24

TABLE C-5

**PL200149 (NON-HAZARDOUS SOIL TO WENATCHEE)**  
 Duwamish Sediment Other Area and Southwest Bank  
 Corrective Measure and Habitat Project  
 Boeing Plant 2  
 Seattle/Tukwila, Washington

NO.	DATE	TIME	TRUCK NO.	TRUCK CO.	GROSS WT.	TARE WT.	NET WT.	TOTAL TONS				
					<b>TOTAL CUMULATIVE TONS: 68,553.59</b>							
550	7/2/2013	6:16	K-3	KENS	96780	36220	60560	30.28				
551	7/2/2013	6:42	11	KISSLER	107260	41080	66180	33.09				
552	7/2/2013	6:47	Y-53	YELLOW	104840	40560	64280	32.14				
553	7/2/2013	7:00	4	JLK	99320	40540	58780	29.39				
554	7/2/2013	7:04	586	INTWEST	99320	40240	59080	29.54				
555	7/2/2013	7:11	574	INTWEST	99520	40940	58580	29.29				
556	7/2/2013	7:15	3	R-TRANS	90580	39540	51040	25.52				
557	7/2/2013	7:16	8	KOLE	95940	39520	56420	28.21				
558	7/2/2013	9:05	8	KISSLER	106700	40260	66440	33.22				
559	7/2/2013	9:59	6	KISSLER	107340	37760	69580	34.79				
560	7/2/2013	11:57	1	HUNT	109880	41180	68700	34.35				
561	7/2/2013	11:57	10	GEC	97440	37540	59900	29.95				
562	7/2/2013	12:11	01	FISCHER	109360	40720	68640	34.32				
563	7/2/2013	12:14	96	KISSLER	108300	41940	66360	33.18				
564	7/2/2013	12:21	B2	BRANDT	108540	40840	67700	33.85				
565	7/2/2013	12:24	06	OLTMANN	100380	38400	61980	30.99				
566	7/2/2013	12:27	99	R-TRANS	104940	38740	66200	33.10				
567	7/2/2013	12:33	1	MURRAY	102200	37300	64900	32.45				
568	7/2/2013	12:41	07	SHULL	103580	39460	64120	32.06				
569	7/2/2013	13:15	43	VAN ZAN	103740	40440	63300	31.65				
570	7/2/2013	13:30	3	MURRAY	90680	33500	57180	28.59				
571	7/2/2013	14:03	11	KISSLER	103140	41080	62060	31.03				
572	7/2/2013	14:48	Y-53	YELLOW	105760	40560	65200	32.60				
573	7/2/2013		8	KOLE	107440	39520	67920	33.96				
574	7/2/2013		K-3	KENS	105200	36220	68980	34.49				
575	7/3/2013	5:57	R-57	R-TRANS	107120	41680	65440	32.72				
576	7/3/2013	6:24	4	SHULL	104100	40080	64020	32.01				
577	7/3/2013	6:42	R-58	R-TRANS	107600	41640	65960	32.98				
578	7/3/2013	6:43	R-61	R-TRANS	108640	41460	67180	33.59				
579	7/3/2013	6:55	6	KISSLER	109160	37760	71400	35.70				
580	7/3/2013	6:57	1	HUNT	107740	41180	66560	33.28				
581	7/3/2013	6:57	99	R-TRANS	107840	38740	69100	34.55				
582	7/3/2013	6:59	9	KISSLER	106860	41100	65760	32.88				
583	7/3/2013	7:03	4	KISSLER	104560	38500	66060	33.03				
584	7/3/2013	7:07	007	TERRA-X	109680	39180	70500	35.25				
585	7/3/2013	7:21	01	FISCHER	116920	40720	76200	38.10				
586	7/3/2013	7:22	02	FISCHER	110660	40220	70440	35.22				
587	7/3/2013	7:35	96	KISSLER	107300	41940	65360	32.68				
588	7/3/2013	7:37	586	INTWEST	94580	40240	54340	27.17				
589	7/3/2013	9:26	584	INTWEST	97460	38840	58620	29.31				
590	7/3/2013	9:34	8	KISSLER	107120	40260	66860	33.43				
591	7/3/2013	11:29	4	JLK	109420	40540	68880	34.44				
592	7/3/2013	11:45	11	KISSLER	105180	41080	64100	32.05				
593	7/3/2013	12:03	B2	BRANDT	110880	40840	70040	35.02				
594	7/3/2013	12:07	1	MURRAY	102200	37300	64900	32.45				
595	7/3/2013	12:07	R-59	R-TRANS	90700	39780	50920	25.46				
596	7/3/2013	12:24	07	MURRAY	100400	37300	63100	31.55				
597	7/3/2013	12:40	Y-53	YELLOW	105460	40560	64900	32.45				
598	7/3/2013	12:49	3	MURRAY	101600	33500	68100	34.05				
599	7/3/2013	14:58	9	KISSLER	103600	41100	62500	31.25				

TABLE C-5

**PL200149 (NON-HAZARDOUS SOIL TO WENATCHEE)**  
 Duwamish Sediment Other Area and Southwest Bank  
 Corrective Measure and Habitat Project  
 Boeing Plant 2  
 Seattle/Tukwila, Washington

NO.	DATE	TIME	TRUCK NO.	TRUCK CO.	GROSS WT.	TARE WT.	NET WT.	TOTAL TONS				
					<b>TOTAL CUMULATIVE TONS: 68,553.59</b>							
600	7/3/2013	15:06	96	KISSLER	103880	41940	61940	30.97				
601	7/3/2013		01	FISCHER	106020	40720	65300	32.65				
602	7/3/2013		02	FISCHER	121800	40220	81580	40.79				
603	7/5/2013	5:34	R-51	R-TRANS	104580	40280	64300	32.15				
604	7/5/2013	5:44	1	HUNT	105860	41180	64680	32.34				
605	7/5/2013	5:44	99	R-TRANS	105880	38740	67140	33.57				
606	7/5/2013	5:59	13	KISSLER	105460	41440	64020	32.01				
607	7/5/2013	6:11	586	INTWEST	95120	40240	54880	27.44				
608	7/5/2013	6:12	194	INTWEST	99300	38280	61020	30.51				
609	7/5/2013	6:14	R-58	R-TRANS	105720	41640	64080	32.04				
610	7/5/2013	6:22	574	INTWEST	103960	40940	63020	31.51				
611	7/5/2013	6:35	5	KISSLER	108600	37900	70700	35.35				
612	7/5/2013	6:36	11	KISSLER	107640	41080	66560	33.28				
613	7/5/2013	6:55	584	INTWEST	99520	38840	60680	30.34				
614	7/5/2013	7:00	R-53	R-TRANS	104800	39420	65380	32.69				
615	7/5/2013	7:05	576	INTWEST	99460	39100	60360	30.18				
616	7/5/2013	7:18	8	KISSLER	110400	40260	70140	35.07				
617	7/5/2013	7:21	10	KISSLER	106180	38660	67520	33.76				
618	7/5/2013	7:27	184	INTWEST	95920	37360	58560	29.28				
619	7/5/2013	8:49	6	KISSLER	106280	37760	68520	34.26				
620	7/5/2013	8:54	4	KISSLER	105380	38500	66880	33.44				
621	7/5/2013	9:16	4	JLK	103600	40540	63060	31.53				
622	7/5/2013	12:15	1	MURRAY	104460	37300	67160	33.58				
623	7/5/2013	12:20	Y-53	YELLOW	109060	40560	68500	34.25				
624	7/5/2013	12:24	07	SHULL	104180	39460	64720	32.36				
625	7/5/2013	12:49	59	R-TRANS	104820	39780	65040	32.52				
626	7/8/2013	5:32	R-61	R-TRANS	107560	41460	66100	33.05				
627	7/8/2013	5:46	8	KOLE	104920	39520	65400	32.70				
628	7/8/2013	5:46	10	GEC	104980	37540	67440	33.72				
629	7/8/2013	5:53	1	HUNT	115940	41180	74760	37.38				
630	7/8/2013	5:53	99	R-TRANS	111200	38740	72460	36.23				
631	7/8/2013	5:57	4	SHULL	108960	40080	68880	34.44				
632	7/8/2013	5:59	3	MURRAY	95740	33500	62240	31.12				
633	7/8/2013	6:14	59	R-TRANS	99120	39780	59340	29.67				
634	7/8/2013	6:18	06	OLTMANN	104440	38400	66040	33.02				
635	7/8/2013	6:22	43	VAN ZAN	102380	40440	61940	30.97				
636	7/8/2013	6:40	01	FISCHER	108880	40720	68160	34.08				
637	7/8/2013	6:40	02	FISCHER	111000	40220	70780	35.39				
638	7/8/2013	6:52	007	TERRA-X	102260	39180	63080	31.54				
639	7/8/2013	7:04	4	KISSLER	102620	38500	64120	32.06				
640	7/8/2013	7:11	8	KISSLER	104880	40260	64620	32.31				
641	7/8/2013	7:32	85	FORLER	107160	40700	66460	33.23				
642	7/8/2013	7:32	87	FORLER	106660	40760	65900	32.95				
643	7/8/2013	7:41	7	KISSLER	105180	39980	65200	32.60				
644	7/8/2013	7:47	96	KISSLER	106880	41940	64940	32.47				
645	7/8/2013	7:50	71	FORLER	107840	38700	69140	34.57				
646	7/8/2013	7:50	91	FORLER	101960	40680	61280	30.64				
647	7/8/2013	8:08	67	FORLER	101120	38460	62660	31.33				
648	7/8/2013	8:08	142	FORLER	105200	40240	64960	32.48				
649	7/8/2013	11:37	5	KISSLER	107340	37900	69440	34.72				

TABLE C-5

**PL200149 (NON-HAZARDOUS SOIL TO WENATCHEE)**  
 Duwamish Sediment Other Area and Southwest Bank  
 Corrective Measure and Habitat Project  
 Boeing Plant 2  
 Seattle/Tukwila, Washington

NO.	DATE	TIME	TRUCK NO.	TRUCK CO.	GROSS WT.	TARE WT.	NET WT.	TOTAL TONS
<b>TOTAL CUMULATIVE TONS:</b>								<b>68,553.59</b>
650	7/8/2013	12:26	07	SHULL	120740	39460	81280	40.64
651	7/8/2013	12:35	1	MURRAY	98420	37300	61120	30.56
652	7/8/2013	13:42	R-61	R-TRANS	104860	41460	63400	31.70
653	7/8/2013	13:43	R-59	R-TRANS	99780	39780	60000	30.00
654	7/8/2013	13:48	99	R-TRANS	116380	38740	77640	38.82
655	7/8/2013	13:55	4	SHULL	114300	40080	74220	37.11
656	7/8/2013	14:06	01	FISCHER	115800	40720	75080	37.54
657	7/8/2013	14:06	02	FISCHER	118140	40220	77920	38.96
658	7/8/2013	14:12	8	KISSLER	104760	40260	64500	32.25
659	7/8/2013	14:22	10	KISSLER	105280	38660	66620	33.31
660	7/8/2013	14:27	4	KISSLER	101940	38500	63440	31.72
661	7/8/2013	14:28	3	MURRAY	102580	33500	69080	34.54
662	7/8/2013	14:40	7	KISSLER	102140	39980	62160	31.08
663	7/8/2013	15:17	96	KISSLER	105980	41940	64040	32.02
664	7/8/2013	15:31	6	KISSLER	105800	37760	68040	34.02
665	7/8/2013	16:05	85	FORLER	107680	40700	66980	33.49
666	7/8/2013	16:05	87	FORLER	114000	40760	73240	36.62
667	7/8/2013	16:20	43	VAN ZAN	115180	40440	74740	37.37
668	7/9/2013	5:40	R-53	R-TRANS	106900	39420	67480	33.74
669	7/9/2013	5:44	10	GEC	106820	37540	69280	34.64
670	7/9/2013	5:52	8	KOLE	113640	39520	74120	37.06
671	7/9/2013	6:30	06	OLTMANN	104060	38400	65660	32.83
672	7/9/2013	6:53	007	TERRA-X	110880	39180	71700	35.85
673	7/9/2013	7:17	05	SINES	98900	35940	62960	31.48
674	7/9/2013	7:17	06	SINES	106800	38920	67880	33.94
675	7/9/2013	7:27	5	KISSLER	104060	37900	66160	33.08
676	7/9/2013	7:28	71	FORLER	107360	38700	68660	34.33
677	7/9/2013	7:28	91	FORLER	106480	40680	65800	32.90
678	7/9/2013	8:08	67	FORLER	103340	38460	64880	32.44
679	7/9/2013	8:08	142	FORLER	98480	40240	58240	29.12
680	7/9/2013	11:35	01	FISCHER	107720	40720	67000	33.50
681	7/9/2013	11:44	6	KISSLER	107700	37760	69940	34.97
682	7/9/2013	11:51	4	KISSLER	103200	38500	64700	32.35
683	7/9/2013	11:53	13	KISSLER	103740	41440	62300	31.15
684	7/9/2013	12:00	96	KISSLER	108040	41940	66100	33.05
685	7/9/2013	12:10	1	HUNT	106520	41180	65340	32.67
686	7/9/2013	12:10	99	R-TRANS	102180	38740	63440	31.72
687	7/9/2013	12:15	4	SHULL	110740	40080	70660	35.33
688	7/9/2013	12:30	R-61	R-TRANS	106880	41460	65420	32.71
689	7/9/2013	12:34	10	GEC	106300	37540	68760	34.38
690	7/9/2013	12:45	1	MURRAY	99920	37300	62620	31.31
691	7/9/2013	13:05	85	FORLER	105880	40700	65180	32.59
692	7/9/2013	13:05	87	FORLER	108980	40760	68220	34.11
693	7/9/2013	13:20	43	VAN ZAN	112920	40440	72480	36.24
694	7/9/2013	13:50	4	JLK	97780	40540	57240	28.62
695	7/9/2013	14:30	5	KISSLER	104900	37900	67000	33.50
696	7/9/2013	15:20	06	SINES	105180	38920	66260	33.13
697	7/9/2013	15:30	05	SINES	103700	35940	67760	33.88
698	7/9/2013	15:35	10	KISSLER	103680	38660	65020	32.51
699	7/9/2013	16:30	71	FORLER	104420	38700	65720	32.86

TABLE C-5

**PL200149 (NON-HAZARDOUS SOIL TO WENATCHEE)**  
 Duwamish Sediment Other Area and Southwest Bank  
 Corrective Measure and Habitat Project  
 Boeing Plant 2  
 Seattle/Tukwila, Washington

NO.	DATE	TIME	TRUCK NO.	TRUCK CO.	GROSS WT.	TARE WT.	NET WT.	TOTAL TONS
<b>TOTAL CUMULATIVE TONS:</b>								<b>68,553.59</b>
700	7/10/2013	5:55	99	R-TRANS	107300	38740	68560	34.28
701	7/10/2013	5:56	Y-53	YELLOW	108620	40560	68060	34.03
702	7/10/2013	6:54	06	OLTMANN	102580	38400	64180	32.09
703	7/10/2013	7:00	01	FISCHER	113400	40720	72680	36.34
704	7/10/2013	7:00	02	FISCHER	110940	40220	70720	35.36
705	7/10/2013	7:11	8	KISSLER	107440	40260	67180	33.59
706	7/10/2013	7:13	91	FORLER	107320	40680	66640	33.32
707	7/10/2013	7:24	6	KISSLER	107460	37760	69700	34.85
708	7/10/2013	7:42	67	FORLER	103480	38460	65020	32.51
709	7/10/2013	7:42	142	FORLER	104600	40240	64360	32.18
710	7/10/2013	7:46	96	KISSLER	106720	41940	64780	32.39
711	7/10/2013	10:30	007	TERRA-X	103920	39180	64740	32.37
712	7/10/2013	11:28	8	KOLE	107480	39520	67960	33.98
713	7/10/2013	11:50	1	HUNT	108720	41180	67540	33.77
714	7/10/2013	11:50	10	KISSLER	107320	38660	68660	34.33
715	7/10/2013	11:54	10	GEC	107280	37540	69740	34.87
716	7/10/2013	11:58	5	KISSLER	109140	37900	71240	35.62
717	7/10/2013	12:11	87	FORLER	110440	40760	69680	34.84
718	7/10/2013	12:13	85	FORLER	106860	40700	66160	33.08
719	7/10/2013	12:14	4	KISSLER	104600	38500	66100	33.05
720	7/10/2013	12:21	4	SHULL	112160	40080	72080	36.04
721	7/10/2013	12:39	4	JLK	105780	40540	65240	32.62
722	7/10/2013	12:45	05	SINES	105440	35940	69500	34.75
723	7/10/2013	12:45	06	SINES	105860	38920	66940	33.47
724	7/10/2013	12:53	1	MURRAY	104400	37300	67100	33.55
725	7/10/2013	12:59	3	MURRAY	103760	33500	70260	35.13
726	7/10/2013	13:22	43	VAN ZAN	109940	40440	69500	34.75
727	7/10/2013	14:15	8	KISSLER	104440	40260	64180	32.09
728	7/10/2013	14:27	99	R-TRANS	113380	38740	74640	37.32
729	7/10/2013	14:35	6	KISSLER	107100	37760	69340	34.67
730	7/10/2013	15:30	02	FISCHER	101800	40220	61580	30.79
731	7/10/2013	15:30	96	KISSLER	107180	41940	65240	32.62
732	7/10/2013	15:31	01	FISCHER	104900	40720	64180	32.09
733	7/11/2013	5:50	Y-53	YELLOW	110120	40560	69560	34.78
734	7/11/2013	6:11	B2	BRANDT	108660	40840	67820	33.91
735	7/11/2013	6:27	8	KOLE	105400	39520	65880	32.94
736	7/11/2013	6:29	06	OLTMANN	105960	38400	67560	33.78
737	7/11/2013	6:37	5	KISSLER	106800	37900	68900	34.45
738	7/11/2013	6:45	4	KISSLER	105320	38500	66820	33.41
739	7/11/2013	7:03	007	TERRA-X	108660	39180	69480	34.74
740	7/11/2013	7:05	007	GTE	108920	41240	67680	33.84
741	7/11/2013	7:08	85	FORLER	106800	40700	66100	33.05
742	7/11/2013	7:08	87	FORLER	106920	40760	66160	33.08
743	7/11/2013	7:32	1	HUNT	106020	41180	64840	32.42
744	7/11/2013	7:37	71	FORLER	107760	38700	69060	34.53
745	7/11/2013	7:38	91	FORLER	103600	40680	62920	31.46
746	7/11/2013	7:55	67	FORLER	103180	38460	64720	32.36
747	7/11/2013	7:56	142	FORLER	103280	40240	63040	31.52
748	7/11/2013	11:33	6	KISSLER	107020	37760	69260	34.63
749	7/11/2013	11:37	23	CELORIE	105700	39420	66280	33.14

TABLE C-5

**PL200149 (NON-HAZARDOUS SOIL TO WENATCHEE)**  
 Duwamish Sediment Other Area and Southwest Bank  
 Corrective Measure and Habitat Project  
 Boeing Plant 2  
 Seattle/Tukwila, Washington

NO.	DATE	TIME	TRUCK NO.	TRUCK CO.	GROSS WT.	TARE WT.	NET WT.	TOTAL TONS
<b>TOTAL CUMULATIVE TONS:</b>								<b>68,553.59</b>
750	7/11/2013	11:55	8	KISSLER	104260	40260	64000	32.00
751	7/11/2013	12:06	05	SINES	105120	35940	69180	34.59
752	7/11/2013	12:06	06	SINES	104340	38920	65420	32.71
753	7/11/2013	12:09	10	GEC	107060	37540	69520	34.76
754	7/11/2013	12:15	99	R-TRANS	113820	38740	75080	37.54
755	7/11/2013	12:16	96	KISSLER	104040	41940	62100	31.05
756	7/11/2013	12:27	4	SHULL	108440	40080	68360	34.18
757	7/11/2013	12:31	4	JLK	104880	40540	64340	32.17
758	7/11/2013	12:35	07	SHULL	107860	39460	68400	34.20
759	7/11/2013	12:40	01	FISCHER	107420	40720	66700	33.35
760	7/11/2013	12:55	43	VAN ZAN	105940	40440	65500	32.75
761	7/11/2013	13:05	582	INTWEST	100960	39740	61220	30.61
762	7/11/2013	13:22	3	MURRAY	91540	33500	58040	29.02
763	7/11/2013	13:26	B2	BRANDT	109760	40840	68920	34.46
764	7/11/2013	13:27	5	KISSLER	105140	37900	67240	33.62
765	7/11/2013	14:05	4	KISSLER	103680	38500	65180	32.59
766	7/11/2013	14:20	584	INTWEST	100460	38840	61620	30.81
767	7/11/2013	14:40	007	GTE	110820	41240	69580	34.79
768	7/11/2013	14:45	K-3	KENS	107160	36220	70940	35.47
769	7/11/2013	14:50	1	HUNT	111200	41180	70020	35.01
770	7/11/2013	15:05	85	FORLER	108160	40700	67460	33.73
771	7/11/2013	15:05	87	FORLER	107880	40760	67120	33.56
772	7/11/2013	15:30	1	MURRAY	100760	37300	63460	31.73
773	7/11/2013	16:30	71	FORLER	106900	38700	68200	34.10
774	7/12/2013	5:45	R-58	R-TRANS	108180	41640	66540	33.27
775	7/12/2013	5:51	R-57	R-TRANS	106080	41680	64400	32.20
776	7/12/2013	6:00	Y-53	YELLOW	107500	40560	66940	33.47
777	7/12/2013	6:09	8	KOLE	111280	39520	71760	35.88
778	7/12/2013	6:34	06	OLTMANN	105500	38400	67100	33.55
779	7/12/2013	6:45	007	TERRA-X	111260	39180	72080	36.04
780	7/12/2013	6:51	586	INTWEST	105840	40240	65600	32.80
781	7/12/2013	7:17	96	KISSLER	108520	41940	66580	33.29
782	7/12/2013	7:29	91	FORLER	105240	40680	64560	32.28
783	7/12/2013	7:40	99	R-TRANS	112640	38740	73900	36.95
784	7/12/2013	8:13	67	FORLER	105540	38460	67080	33.54
785	7/12/2013	8:13	142	FORLER	108840	40240	68600	34.30
786	7/12/2013	11:48	87	FORLER	104140	40760	63380	31.69
787	7/12/2013	11:49	85	FORLER	105460	40700	64760	32.38
788	7/12/2013	12:22	1	MURRAY	104540	37300	67240	33.62
789	7/12/2013	12:22	07	SHULL	113960	39460	74500	37.25
790	7/15/2013	5:20	B2	BRANDT	109720	40840	68880	34.44
791	7/15/2013	5:30	R-62	R-TRANS	114200	41820	72380	36.19
792	7/15/2013	5:34	R-58	R-TRANS	104860	41640	63220	31.61
793	7/15/2013	5:36	11	KISSLER	104680	41080	63600	31.80
794	7/15/2013	5:42	10	GEC	107480	37540	69940	34.97
795	7/15/2013	5:53	13	KISSLER	107720	41440	66280	33.14
796	7/15/2013	5:55	007	GTE	102920	41240	61680	30.84
797	7/15/2013	6:06	Y-53	YELLOW	109360	40560	68800	34.40
798	7/15/2013	6:08	4	SHULL	108220	40080	68140	34.07
799	7/15/2013	6:19	23	CELORIE	106800	39420	67380	33.69

TABLE C-5

**PL200149 (NON-HAZARDOUS SOIL TO WENATCHEE)**  
 Duwamish Sediment Other Area and Southwest Bank  
 Corrective Measure and Habitat Project  
 Boeing Plant 2  
 Seattle/Tukwila, Washington

NO.	DATE	TIME	TRUCK NO.	TRUCK CO.	GROSS WT.	TARE WT.	NET WT.	TOTAL TONS				
					<b>TOTAL CUMULATIVE TONS: 68,553.59</b>							
800	7/15/2013	6:22	R-52	R-TRANS	105820	39960	65860	32.93				
801	7/15/2013	6:28	R-61	R-TRANS	109820	41460	68360	34.18				
802	7/15/2013	6:32	06	OLTMANN	105400	38400	67000	33.50				
803	7/15/2013	6:37	5	KISSLER	108580	37900	70680	35.34				
804	7/15/2013	6:37	586	INTWEST	104300	40240	64060	32.03				
805	7/15/2013	6:43	4	KISSLER	104040	38500	65540	32.77				
806	7/15/2013	6:46	05	FISCHER	110740	40420	70320	35.16				
807	7/15/2013	6:59	01	FISCHER	113660	40720	72940	36.47				
808	7/15/2013	6:59	02	FISCHER	108320	40220	68100	34.05				
809	7/15/2013	7:05	10	KISSLER	104620	38660	65960	32.98				
810	7/15/2013	7:08	007	TERRA-X	104400	39180	65220	32.61				
811	7/15/2013	7:18	87	FORLER	106940	40760	66180	33.09				
812	7/15/2013	7:20	85	FORLER	104120	40700	63420	31.71				
813	7/15/2013	7:34	144	FORLER	100180	40180	60000	30.00				
814	7/15/2013	7:36	99	R-TRANS	110640	38740	71900	35.95				
815	7/15/2013	7:39	71	FORLER	106720	38700	68020	34.01				
816	7/15/2013	7:40	91	FORLER	101580	40680	60900	30.45				
817	7/15/2013	7:51	96	KISSLER	107500	41940	65560	32.78				
818	7/15/2013	8:05	8	KOLE	109420	39520	69900	34.95				
819	7/15/2013	9:30	67	FORLER	106540	38460	68080	34.04				
820	7/15/2013	10:06	R-53	R-TRANS	107020	39420	67600	33.80				
821	7/15/2013	10:10	4	JLK	100520	40540	59980	29.99				
822	7/15/2013	11:39	6	KISSLER	108700	37760	70940	35.47				
823	7/15/2013	12:17	07	SHULL	107920	39460	68460	34.23				
824	7/15/2013	12:26	B2	BRANDT	109420	40840	68580	34.29				
825	7/15/2013	12:38	3	MURRAY	97020	33500	63520	31.76				
826	7/15/2013	12:38	R-58	R-TRANS	107540	41640	65900	32.95				
827	7/15/2013	12:56	1	MURRAY	100260	37300	62960	31.48				
828	7/15/2013	12:57	13	KISSLER	108580	41440	67140	33.57				
829	7/15/2013	13:05	582	INTWEST	100420	39740	60680	30.34				
830	7/15/2013	13:09	007	GTE	102240	41240	61000	30.50				
831	7/15/2013	13:30	23	CELORIE	107680	39420	68260	34.13				
832	7/15/2013	13:42	4	SHULL	100300	40080	60220	30.11				
833	7/15/2013	13:48	5	KISSLER	103060	37900	65160	32.58				
834	7/15/2013	14:18	4	KISSLER	103660	38500	65160	32.58				
835	7/15/2013	14:45	10	KISSLER	101260	38660	62600	31.30				
836	7/15/2013	14:52	85	FORLER	107780	40700	67080	33.54				
837	7/15/2013	14:52	87	FORLER	106740	40760	65980	32.99				
838	7/15/2013	15:04	96	KISSLER	105000	41940	63060	31.53				
839	7/15/2013	15:05	R-61	R-TRANS	111000	41460	69540	34.77				
840	7/15/2013	15:12	144	FORLER	105780	40180	65600	32.80				
841	7/15/2013	15:42	01	FISCHER	104420	40720	63700	31.85				
842	7/15/2013	15:53	02	FISCHER	109920	40220	69700	34.85				
843	7/15/2013	16:10	99	R-TRANS	108180	38740	69440	34.72				
844	7/15/2013	16:25	71	FORLER	106020	38700	67320	33.66				
845	7/16/2013	5:50	6	KISSLER	107640	37760	69880	34.94				
846	7/16/2013	5:52	574	INTWEST	104800	40940	63860	31.93				
847	7/16/2013	5:55	10	GEC	110920	37540	73380	36.69				
848	7/16/2013	6:05	1	HUNT	115760	41180	74580	37.29				
849	7/16/2013	6:22	06	OLTMANN	104560	38400	66160	33.08				

TABLE C-5

**PL200149 (NON-HAZARDOUS SOIL TO WENATCHEE)**  
 Duwamish Sediment Other Area and Southwest Bank  
 Corrective Measure and Habitat Project  
 Boeing Plant 2  
 Seattle/Tukwila, Washington

NO.	DATE	TIME	TRUCK NO.	TRUCK CO.	GROSS WT.	TARE WT.	NET WT.	TOTAL TONS				
					<b>TOTAL CUMULATIVE TONS: 68,553.59</b>							
850	7/16/2013	6:49	586	INTWEST	103000	40240	62760	31.38				
851	7/16/2013	6:54	05	FISCHER	112640	40420	72220	36.11				
852	7/16/2013	6:57	91	FORLER	104240	40680	63560	31.78				
853	7/16/2013	7:42	67	FORLER	103980	38460	65520	32.76				
854	7/16/2013	8:20	8	KOLE	108540	39520	69020	34.51				
855	7/16/2013	11:41	01	FISCHER	104680	40720	63960	31.98				
856	7/16/2013	11:41	23	CELORIE	109600	39420	70180	35.09				
857	7/16/2013	11:43	4	KISSLER	105580	38500	67080	33.54				
858	7/16/2013	11:50	10	KISSLER	107640	38660	68980	34.49				
859	7/16/2013	11:59	13	KISSLER	104820	41440	63380	31.69				
860	7/16/2013	12:02	85	FORLER	107580	40700	66880	33.44				
861	7/16/2013	12:02	87	FORLER	102180	40760	61420	30.71				
862	7/16/2013	12:03	8	KISSLER	107780	40260	67520	33.76				
863	7/16/2013	12:08	96	KISSLER	106180	41940	64240	32.12				
864	7/16/2013	12:14	B2	BRANDT	104480	40840	63640	31.82				
865	7/16/2013	12:20	4	SHULL	108160	40080	68080	34.04				
866	7/16/2013	12:22	007	GTE	103960	41240	62720	31.36				
867	7/16/2013	12:28	71	FORLER	105380	38700	66680	33.34				
868	7/16/2013	12:29	144	FORLER	100180	40180	60000	30.00				
869	7/16/2013	12:37	02	FISCHER	107100	40220	66880	33.44				
870	7/16/2013	12:38	6	KISSLER	106020	37760	68260	34.13				
871	7/16/2013	12:44	1	MURRAY	101300	37300	64000	32.00				
872	7/16/2013	13:14	3	MURRAY	99200	33500	65700	32.85				
873	7/16/2013	13:57	07	SHULL	122980	39460	83520	41.76				
874	7/16/2013	13:57	574	INTWEST	109340	40940	68400	34.20				
875	7/16/2013	15:15	99	R-TRANS	111400	38740	72660	36.33				
876	7/17/2013	5:32	43	VAN ZAN	117340	40440	76900	38.45				
877	7/17/2013	5:33	R-51	R-TRANS	107260	40280	66980	33.49				
878	7/17/2013	5:41	10	GEC	108920	37540	71380	35.69				
879	7/17/2013	5:49	K-3	KENS	109800	36220	73580	36.79				
880	7/17/2013	5:54	23	CELORIE	107180	39420	67760	33.88				
881	7/17/2013	5:54	R-53	R-TRANS	108800	39420	69380	34.69				
882	7/17/2013	5:56	1	HUNT	107560	41180	66380	33.19				
883	7/17/2013	6:12	8	KISSLER	106060	40260	65800	32.90				
884	7/17/2013	6:23	13	KISSLER	106780	41440	65340	32.67				
885	7/17/2013	6:25	06	OLTMANN	107940	38400	69540	34.77				
886	7/17/2013	6:28	05	FISCHER	106860	40420	66440	33.22				
887	7/17/2013	6:37	8	KOLE	106940	39520	67420	33.71				
888	7/17/2013	6:39	586	INTWEST	97900	40240	57660	28.83				
889	7/17/2013	6:42	4	KISSLER	105440	38500	66940	33.47				
890	7/17/2013	6:55	007	TERRA-X	102600	39180	63420	31.71				
891	7/17/2013	7:12	96	KISSLER	105520	41940	63580	31.79				
892	7/17/2013	7:40	85	FORLER	106380	40700	65680	32.84				
893	7/17/2013	7:40	87	FORLER	104980	40760	64220	32.11				
894	7/17/2013	7:54	67	FORLER	105280	38460	66820	33.41				
895	7/17/2013	8:03	10	KISSLER	107100	38660	68440	34.22				
896	7/17/2013	9:42	91	FORLER	100980	40680	60300	30.15				
897	7/17/2013	9:51	01	FISCHER	106660	40720	65940	32.97				
898	7/17/2013	10:19	4	JLK	105800	40540	65260	32.63				
899	7/17/2013	11:50	6	KISSLER	110960	37760	73200	36.60				

TABLE C-5

**PL200149 (NON-HAZARDOUS SOIL TO WENATCHEE)**  
 Duwamish Sediment Other Area and Southwest Bank  
 Corrective Measure and Habitat Project  
 Boeing Plant 2  
 Seattle/Tukwila, Washington

NO.	DATE	TIME	TRUCK NO.	TRUCK CO.	GROSS WT.	TARE WT.	NET WT.	TOTAL TONS				
					<b>TOTAL CUMULATIVE TONS: 68,553.59</b>							
900	7/17/2013	12:02	02	FISCHER	102920	40220	62700	31.35				
901	7/17/2013	12:05	71	FORLER	107340	38700	68640	34.32				
902	7/17/2013	12:05	144	FORLER	102860	40180	62680	31.34				
903	7/17/2013	12:10	4	SHULL	109460	40080	69380	34.69				
904	7/17/2013	12:13	B2	BRANDT	106980	40840	66140	33.07				
905	7/17/2013	12:30	07	SHULL	113460	39460	74000	37.00				
906	7/17/2013	12:35	007	GTE	105360	41240	64120	32.06				
907	7/17/2013	12:41	1	MURRAY	104400	37300	67100	33.55				
908	7/17/2013	12:55	574	INTWEST	105020	40940	64080	32.04				
909	7/17/2013	12:59	23	CELORIE	104840	39420	65420	32.71				
910	7/17/2013	13:14	3	MURRAY	97200	33500	63700	31.85				
911	7/17/2013	13:16	8	KISSLER	106700	40260	66440	33.22				
912	7/17/2013	13:25	13	KISSLER	106560	41440	65120	32.56				
913	7/17/2013	14:18	43	VAN ZAN	110520	40440	70080	35.04				
914	7/17/2013	14:35	4	KISSLER	102240	38500	63740	31.87				
915	7/17/2013	14:35	96	KISSLER	102860	41940	60920	30.46				
916	7/17/2013	15:13	85	FORLER	108620	40700	67920	33.96				
917	7/17/2013	15:13	87	FORLER	104920	40760	64160	32.08				
918	7/18/2013	5:48	10	GEC	106660	37540	69120	34.56				
919	7/18/2013	5:59	4	JLK	106040	40540	65500	32.75				
920	7/18/2013	6:18	Y-53	YELLOW	112620	40560	72060	36.03				
921	7/18/2013	6:27	06	OLTMANN	109700	38400	71300	35.65				
922	7/18/2013	6:32	586	INTWEST	100580	40240	60340	30.17				
923	7/18/2013	6:37	01	FISCHER	106220	40720	65500	32.75				
924	7/18/2013	6:39	584	INTWEST	103840	38840	65000	32.50				
925	7/18/2013	6:40	144	FORLER	103920	40180	63740	31.87				
926	7/18/2013	6:57	71	FORLER	106640	38700	67940	33.97				
927	7/18/2013	6:57	91	FORLER	102900	40680	62220	31.11				
928	7/18/2013	7:02	8	KOLE	106260	39520	66740	33.37				
929	7/18/2013	7:36	67	FORLER	104840	38460	66380	33.19				
930	7/18/2013	11:25	23	CELORIE	105780	39420	66360	33.18				
931	7/18/2013	11:29	4	KISSLER	103660	38500	65160	32.58				
932	7/18/2013	11:42	13	KISSLER	102480	41440	61040	30.52				
933	7/18/2013	11:43	8	KISSLER	106260	40260	66000	33.00				
934	7/18/2013	11:50	02	FISCHER	109760	40220	69540	34.77				
935	7/18/2013	11:57	96	KISSLER	104300	41940	62360	31.18				
936	7/18/2013	12:04	87	FORLER	106220	40760	65460	32.73				
937	7/18/2013	12:05	85	FORLER	104880	40700	64180	32.09				
938	7/18/2013	12:13	B2	BRANDT	109620	40840	68780	34.39				
939	7/18/2013	12:20	4	SHULL	110300	40080	70220	35.11				
940	7/18/2013	12:40	07	SHULL	111420	39460	71960	35.98				
941	7/18/2013	12:47	007	GTE	109040	41240	67800	33.90				
942	7/18/2013	12:56	574	INTWEST	102520	40940	61580	30.79				
943	7/18/2013	13:00	1	MURRAY	101540	37300	64240	32.12				
944	7/18/2013	13:12	3	MURRAY	93940	33500	60440	30.22				
945	7/18/2013	13:33	43	VAN ZAN	106260	40440	65820	32.91				
946	7/18/2013	14:15	144	FORLER	103280	40180	63100	31.55				
947	7/18/2013	14:30	06	OLTMANN	96880	38400	58480	29.24				
948	7/18/2013	14:54	584	INTWEST	102080	38840	63240	31.62				
949	7/18/2013	15:23	01	FISCHER	105520	40720	64800	32.40				

TABLE C-5

**PL200149 (NON-HAZARDOUS SOIL TO WENATCHEE)**  
 Duwamish Sediment Other Area and Southwest Bank  
 Corrective Measure and Habitat Project  
 Boeing Plant 2  
 Seattle/Tukwila, Washington

NO.	DATE	TIME	TRUCK NO.	TRUCK CO.	GROSS WT.	TARE WT.	NET WT.	TOTAL TONS				
					<b>TOTAL CUMULATIVE TONS: 68,553.59</b>							
950	7/18/2013	16:10	67	FORLER	105480	38460	67020	33.51				
951	7/18/2013	16:10	71	FORLER	107480	38700	68780	34.39				
952	7/18/2013	16:10	91	FORLER	101880	40680	61200	30.60				
953	7/18/2013		05	FISCHER	111540	40420	71120	35.56				
954	7/19/2013	5:30	R-57	R-TRANS	107300	41680	65620	32.81				
955	7/19/2013	5:35	10	GEC	107040	37540	69500	34.75				
956	7/19/2013	5:40	R-61	R-TRANS	109760	41460	68300	34.15				
957	7/19/2013	5:49	K-3	KENS	101280	36220	65060	32.53				
958	7/19/2013	6:00	10	KISSLER	106620	38660	67960	33.98				
959	7/19/2013	6:18	1	HUNT	110760	41180	69580	34.79				
960	7/19/2013	6:18	99	R-TRANS	109300	38740	70560	35.28				
961	7/19/2013	6:22	582	INTWEST	105780	39740	66040	33.02				
962	7/19/2013	6:26	586	INTWEST	104820	40240	64580	32.29				
963	7/19/2013	6:35	23	CELORIE	105560	39420	66140	33.07				
964	7/19/2013	7:00	85	FORLER	108460	40700	67760	33.88				
965	7/19/2013	7:00	87	FORLER	104660	40760	63900	31.95				
966	7/19/2013	7:00	131	FORLER	106000	42460	63540	31.77				
967	7/19/2013	9:35	96	KISSLER	103420	41940	61480	30.74				
968	7/19/2013	11:33	6	KISSLER	108340	37760	70580	35.29				
969	7/19/2013	11:44	144	FORLER	105120	40180	64940	32.47				
970	7/19/2013	11:46	B2	BRANDT	107700	40840	66860	33.43				
971	7/19/2013	11:57	4	JLK	102420	40540	61880	30.94				
972	7/19/2013	12:07	1	MURRAY	96260	37300	58960	29.48				
973	7/19/2013	12:25	07	SHULL	109920	39460	70460	35.23				
974	7/22/2013	5:29	R-53	R-TRANS	106660	39420	67240	33.62				
975	7/22/2013	5:32	R-58	R-TRANS	107620	41640	65980	32.99				
976	7/22/2013	5:33	1	HUNT	108120	41180	66940	33.47				
977	7/22/2013	5:38	007	GTE	105500	41240	64260	32.13				
978	7/22/2013	5:41	10	GEC	105900	37540	68360	34.18				
979	7/22/2013	5:48	4	SHULL	107500	40080	67420	33.71				
980	7/22/2013	5:51	VOS	VOS	112800	37960	74840	37.42				
981	7/22/2013	5:56	3	MURRAY	95520	33500	62020	31.01				
982	7/22/2013	5:59	99	R-TRANS	108720	38740	69980	34.99				
983	7/22/2013	6:15	Y-53	YELLOW	107360	40560	66800	33.40				
984	7/22/2013	6:17	43	VAN ZAN	107640	40440	67200	33.60				
985	7/22/2013	6:35	13	KISSLER	104700	41440	63260	31.63				
986	7/22/2013	6:42	06	OLTMANN	107680	38400	69280	34.64				
987	7/22/2013	6:49	01	FISCHER	110940	40720	70220	35.11				
988	7/22/2013	6:50	02	FISCHER	111160	40220	70940	35.47				
989	7/22/2013	6:50	05	FISCHER	110460	40420	70040	35.02				
990	7/22/2013	7:02	007	TERRA-X	105620	39180	66440	33.22				
991	7/22/2013	7:07	85	FORLER	107580	40700	66880	33.44				
992	7/22/2013	7:07	87	FORLER	106180	40760	65420	32.71				
993	7/22/2013	7:11	131	FORLER	106540	42460	64080	32.04				
994	7/22/2013	7:12	590	INTWEST	105320	39860	65460	32.73				
995	7/22/2013	7:48	116	FRASER	116240	35440	80800	40.40				
996	7/22/2013	10:24	8	KOLE	112000	39520	72480	36.24				
997	7/22/2013	11:50	144	FORLER	102660	40180	62480	31.24				
998	7/22/2013	11:51	B2	BRANDT	104440	40840	63600	31.80				
999	7/22/2013	12:00	71	FORLER	108740	38700	70040	35.02				

TABLE C-5

**PL200149 (NON-HAZARDOUS SOIL TO WENATCHEE)**  
 Duwamish Sediment Other Area and Southwest Bank  
 Corrective Measure and Habitat Project  
 Boeing Plant 2  
 Seattle/Tukwila, Washington

NO.	DATE	TIME	TRUCK NO.	TRUCK CO.	GROSS WT.	TARE WT.	NET WT.	TOTAL TONS				
					<b>TOTAL CUMULATIVE TONS: 68,553.59</b>							
1000	7/22/2013	12:33	007	GTE	109720	41240	68480	34.24				
1001	7/22/2013	12:42	07	SHULL	109500	39460	70040	35.02				
1002	7/22/2013	12:57	4	SHULL	110840	40080	70760	35.38				
1003	7/22/2013	13:14	91	FORLER	107500	40680	66820	33.41				
1004	7/22/2013	13:50	99	R-TRANS	107480	38740	68740	34.37				
1005	7/22/2013	13:51	1	HUNT	112060	41180	70880	35.44				
1006	7/22/2013	14:07	3	MURRAY	97240	33500	63740	31.87				
1007	7/22/2013	14:49	01	FISCHER	107260	40720	66540	33.27				
1008	7/22/2013	14:49	02	FISCHER	106320	40220	66100	33.05				
1009	7/22/2013	14:50	05	FISCHER	109960	40420	69540	34.77				
1010	7/22/2013	15:05	85	FORLER	107020	40700	66320	33.16				
1011	7/22/2013	15:05	87	FORLER	107880	40760	67120	33.56				
1012	7/22/2013	15:45	43	VAN ZAN	106120	40440	65680	32.84				
1013	7/22/2013	16:00	131	FORLER	104360	42460	61900	30.95				
1014	7/22/2013	16:20	116	FRASER	111500	35440	76060	38.03				
1015	7/22/2013		4	JLK	100880	40540	60340	30.17				
1016	7/22/2013		194	INTWEST	106200	38280	67920	33.96				
1017	7/22/2013		574	INTWEST	102460	40940	61520	30.76				
1018	7/22/2013		582	INTWEST	106160	39740	66420	33.21				
1019	7/22/2013		586	INTWEST	106820	40240	66580	33.29				
1020	7/23/2013	5:33	B2	BRANDT	105780	40840	64940	32.47				
1021	7/23/2013	5:35	10	GEC	106400	37540	68860	34.43				
1022	7/23/2013	5:42	VOS	VOS	103480	37960	65520	32.76				
1023	7/23/2013	5:50	K-3	KENS	108860	36220	72640	36.32				
1024	7/23/2013	6:17	R-57	R-TRANS	115100	41680	73420	36.71				
1025	7/23/2013	6:29	129	FORLER	108620	42640	65980	32.99				
1026	7/23/2013	6:29	144	FORLER	106540	40180	66360	33.18				
1027	7/23/2013	6:33	9	KISSLER	103840	41100	62740	31.37				
1028	7/23/2013	6:33	13	KISSLER	106400	41440	64960	32.48				
1029	7/23/2013	7:00	06	OLTMANN	103100	38400	64700	32.35				
1030	7/23/2013	7:01	007	TERRA-X	110160	39180	70980	35.49				
1031	7/23/2013	7:04	4	JLK	103160	40540	62620	31.31				
1032	7/23/2013	7:20	586	INTWEST	106960	40240	66720	33.36				
1033	7/23/2013	8:45	6	KISSLER	109120	37760	71360	35.68				
1034	7/23/2013	11:48	01	FISCHER	102140	40720	61420	30.71				
1035	7/23/2013	11:48	02	FISCHER	108900	40220	68680	34.34				
1036	7/23/2013	11:53	131	FORLER	102800	42460	60340	30.17				
1037	7/23/2013	12:02	87	FORLER	103080	40760	62320	31.16				
1038	7/23/2013	12:03	85	FORLER	108140	40700	67440	33.72				
1039	7/23/2013	12:06	1	HUNT	108460	41180	67280	33.64				
1040	7/23/2013	12:07	99	R-TRANS	103760	38740	65020	32.51				
1041	7/23/2013	12:11	4	SHULL	108120	40080	68040	34.02				
1042	7/23/2013	12:22	91	FORLER	107480	40680	66800	33.40				
1043	7/23/2013	12:31	007	GTE	106060	41240	64820	32.41				
1044	7/23/2013	12:36	07	SHULL	109540	39460	70080	35.04				
1045	7/23/2013	12:42	B2	BRANDT	106300	40840	65460	32.73				
1046	7/23/2013	12:54	116	FRASER	117160	35440	81720	40.86				
1047	7/23/2013	12:59	43	VAN ZAN	109280	40440	68840	34.42				
1048	7/23/2013	13:00	Y-53	YELLOW	112060	40560	71500	35.75				
1049	7/23/2013	14:25	1	MURRAY	99980	37300	62680	31.34				

TABLE C-5

**PL200149 (NON-HAZARDOUS SOIL TO WENATCHEE)**  
 Duwamish Sediment Other Area and Southwest Bank  
 Corrective Measure and Habitat Project  
 Boeing Plant 2  
 Seattle/Tukwila, Washington

NO.	DATE	TIME	TRUCK NO.	TRUCK CO.	GROSS WT.	TARE WT.	NET WT.	TOTAL TONS				
					<b>TOTAL CUMULATIVE TONS: 68,553.59</b>							
1050	7/23/2013	14:37	129	FORLER	104220	42640	61580	30.79				
1051	7/23/2013	14:37	144	FORLER	104920	40180	64740	32.37				
1052	7/23/2013	15:42	13	KISSLER	101760	41440	60320	30.16				
1053	7/23/2013	15:43	9	KISSLER	103960	41100	62860	31.43				
1054	7/23/2013		3	MURRAY	93360	33500	59860	29.93				
1055	7/23/2013		8	KOLE	106260	39520	66740	33.37				
1056	7/24/2013	5:35	R-58	R-TRANS	108480	41640	66840	33.42				
1057	7/24/2013	5:47	10	GEC	104800	37540	67260	33.63				
1058	7/24/2013	5:48	R-51	R-TRANS	107140	40280	66860	33.43				
1059	7/24/2013	5:51	1	HUNT	109700	41180	68520	34.26				
1060	7/24/2013	5:55	K-3	KENS	104880	36220	68660	34.33				
1061	7/24/2013	5:56	R-62	R-TRANS	107360	41820	65540	32.77				
1062	7/24/2013	6:00	VOS	VOS	103620	37960	65660	32.83				
1063	7/24/2013	6:17	10	KISSLER	106480	38660	67820	33.91				
1064	7/24/2013	6:25	8	KOLE	105080	39520	65560	32.78				
1065	7/24/2013	6:32	99	R-TRANS	108060	38740	69320	34.66				
1066	7/24/2013	6:40	85	FORLER	105600	40700	64900	32.45				
1067	7/24/2013	6:53	06	OLTMANN	106680	38400	68280	34.14				
1068	7/24/2013	7:04	007	TERRA-X	102000	39180	62820	31.41				
1069	7/24/2013	7:09	131	FORLER	104140	42460	61680	30.84				
1070	7/24/2013	7:46	01	FISCHER	106880	40720	66160	33.08				
1071	7/24/2013	7:47	02	FISCHER	108340	40220	68120	34.06				
1072	7/24/2013	9:45	05	FISCHER	104520	40420	64100	32.05				
1073	7/24/2013	11:30	13	KISSLER	104140	41440	62700	31.35				
1074	7/24/2013	12:10	129	FORLER	103440	42640	60800	30.40				
1075	7/24/2013	12:10	144	FORLER	104040	40180	63860	31.93				
1076	7/24/2013	12:11	4	SHULL	107580	40080	67500	33.75				
1077	7/24/2013	12:18	91	FORLER	100680	40680	60000	30.00				
1078	7/24/2013	12:30	B2	BRANDT	106600	40840	65760	32.88				
1079	7/24/2013	12:33	007	GTE	107380	41240	66140	33.07				
1080	7/24/2013	12:49	43	VAN ZAN	100620	40440	60180	30.09				
1081	7/24/2013	12:52	1	MURRAY	99980	37300	62680	31.34				
1082	7/24/2013	13:04	3	MURRAY	92840	33500	59340	29.67				
1083	7/24/2013	14:02	R-62	R-TRANS	102000	41820	60180	30.09				
1084	7/24/2013	14:03	1	HUNT	107600	41180	66420	33.21				
1085	7/24/2013	14:03	10	KISSLER	103020	38660	64360	32.18				
1086	7/24/2013	14:03	99	R-TRANS	103780	38740	65040	32.52				
1087	7/24/2013	14:53	07	SHULL	107220	39460	67760	33.88				
1088	7/24/2013	15:18	9	KISSLER	107920	41100	66820	33.41				
1089	7/24/2013	15:23	131	FORLER	102460	42460	60000	30.00				
1090	7/24/2013	15:29	R-57	R-TRANS	106860	41680	65180	32.59				
1091	7/24/2013	16:08	01	FISCHER	109720	40720	69000	34.50				
1092	7/24/2013	16:08	02	FISCHER	107880	40220	67660	33.83				
1093	7/24/2013	16:10	R-61	R-TRANS	107960	41460	66500	33.25				
1094	7/25/2013	5:35	10	GEC	107160	37540	69620	34.81				
1095	7/25/2013	5:44	05	FISCHER	106380	40420	65960	32.98				
1096	7/25/2013	5:45	VOS	VOS	106240	37960	68280	34.14				
1097	7/25/2013	5:48	K-3	KENS	109040	36220	72820	36.41				
1098	7/25/2013	6:25	194	INTWEST	98160	38280	59880	29.94				
1099	7/25/2013	6:35	Y-53	YELLOW	99700	40560	59140	29.57				

TABLE C-5

**PL200149 (NON-HAZARDOUS SOIL TO WENATCHEE)**  
 Duwamish Sediment Other Area and Southwest Bank  
 Corrective Measure and Habitat Project  
 Boeing Plant 2  
 Seattle/Tukwila, Washington

NO.	DATE	TIME	TRUCK NO.	TRUCK CO.	GROSS WT.	TARE WT.	NET WT.	TOTAL TONS				
					<b>TOTAL CUMULATIVE TONS: 68,553.59</b>							
1100	7/25/2013	6:42	93	FORLER	106580	40080	66500	33.25				
1101	7/25/2013	6:44	007	TERRA-X	101200	39180	62020	31.01				
1102	7/25/2013	6:46	06	OLTMANN	105200	38400	66800	33.40				
1103	7/25/2013	6:52	91	FORLER	107580	40680	66900	33.45				
1104	7/25/2013	6:59	129	FORLER	106380	42640	63740	31.87				
1105	7/25/2013	6:59	144	FORLER	104300	40180	64120	32.06				
1106	7/25/2013	7:06	586	INTWEST	102640	40240	62400	31.20				
1107	7/25/2013	7:11	8	KOLE	106360	39520	66840	33.42				
1108	7/25/2013	8:20	6	KISSLER	106120	37760	68360	34.18				
1109	7/25/2013	11:45	01	FISCHER	106340	40720	65620	32.81				
1110	7/25/2013	11:45	02	FISCHER	106160	40220	65940	32.97				
1111	7/25/2013	11:54	R-61	R-TRANS	108140	41460	66680	33.34				
1112	7/25/2013	11:56	1	HUNT	117660	41180	76480	38.24				
1113	7/25/2013	11:56	99	R-TRANS	103240	38740	64500	32.25				
1114	7/25/2013	12:05	131	FORLER	106200	42460	63740	31.87				
1115	7/25/2013	12:09	9	KISSLER	105360	41100	64260	32.13				
1116	7/25/2013	12:09	13	KISSLER	112280	41440	70840	35.42				
1117	7/25/2013	12:09	R-62	R-TRANS	103340	41820	61520	30.76				
1118	7/25/2013	12:14	10	KISSLER	105540	38660	66880	33.44				
1119	7/25/2013	12:19	10	GEC	105200	37540	67660	33.83				
1120	7/25/2013	12:24	B2	BRANDT	109800	40840	68960	34.48				
1121	7/25/2013	12:27	4	SHULL	106160	40080	66080	33.04				
1122	7/25/2013	12:38	1	MURRAY	97720	37300	60420	30.21				
1123	7/25/2013	12:40	07	SHULL	106440	39460	66980	33.49				
1124	7/25/2013	13:03	3	MURRAY	98520	33500	65020	32.51				
1125	7/25/2013	13:23	05	FISCHER	107840	40420	67420	33.71				
1126	7/25/2013	13:38	VOS	VOS	106560	37960	68600	34.30				
1127	7/25/2013	13:50	K-3	KENS	109480	36220	73260	36.63				
1128	7/25/2013	14:23	129	FORLER	105100	42640	62460	31.23				
1129	7/25/2013	14:23	144	FORLER	105100	40180	64920	32.46				
1130	7/25/2013	15:25	93	FORLER	106900	40080	66820	33.41				
1131	7/25/2013	15:31	43	VAN ZAN	111460	40440	71020	35.51				
1132	7/25/2013	16:05	6	KISSLER	110680	37760	72920	36.46				
1133	7/26/2013	5:39	R-58	R-TRANS	109740	41640	68100	34.05				
1134	7/26/2013	5:50	1	HUNT	107540	41180	66360	33.18				
1135	7/26/2013	5:50	9	KISSLER	107820	41100	66720	33.36				
1136	7/26/2013	5:50	10	KISSLER	105620	38660	66960	33.48				
1137	7/26/2013	5:50	13	KISSLER	107280	41440	65840	32.92				
1138	7/26/2013	5:50	99	R-TRANS	109400	38740	70660	35.33				
1139	7/26/2013	5:53	007	GTE	109860	41240	68620	34.31				
1140	7/26/2013	6:00	Y-53	YELLOW	105280	40560	64720	32.36				
1141	7/26/2013	6:04	131	FORLER	104700	42460	62240	31.12				
1142	7/26/2013	6:10	8	KOLE	107180	39520	67660	33.83				
1143	7/26/2013	6:50	91	FORLER	101420	40680	60740	30.37				
1144	7/26/2013	6:55	586	INTWEST	99660	40240	59420	29.71				
1145	7/26/2013	7:00	580	INTWEST	99880	40520	59360	29.68				
1146	7/26/2013	7:01	574	INTWEST	101900	40940	60960	30.48				
1147	7/26/2013	8:00	01	FISCHER	106360	40720	65640	32.82				
1148	7/26/2013	8:00	02	FISCHER	107620	40220	67400	33.70				
1149	7/26/2013	8:18	4	KISSLER	102900	38500	64400	32.20				

TABLE C-5

**PL200149 (NON-HAZARDOUS SOIL TO WENATCHEE)**  
 Duwamish Sediment Other Area and Southwest Bank  
 Corrective Measure and Habitat Project  
 Boeing Plant 2  
 Seattle/Tukwila, Washington

NO.	DATE	TIME	TRUCK NO.	TRUCK CO.	GROSS WT.	TARE WT.	NET WT.	TOTAL TONS				
					<b>TOTAL CUMULATIVE TONS: 68,553.59</b>							
1150	7/26/2013	10:09	007	TERRA-X	107940	39180	68760	34.38				
1151	7/26/2013	11:47	144	FORLER	106440	40180	66260	33.13				
1152	7/26/2013	11:50	4	JLK	101940	40540	61400	30.70				
1153	7/26/2013	12:15	129	FORLER	107080	42640	64440	32.22				
1154	7/26/2013	12:25	1	MURRAY	104700	37300	67400	33.70				
1155	7/26/2013	12:40	07	SHULL	105940	39460	66480	33.24				
1156	7/26/2013	13:00	43	VAN ZAN	111980	40440	71540	35.77				
1157	7/26/2013		93	FORLER	106080	40080	66000	33.00				
1158	7/29/2013	5:29	B2	BRANDT	110180	40840	69340	34.67				
1159	7/29/2013	5:31	R-58	R-TRANS	102460	41640	60820	30.41				
1160	7/29/2013	5:43	K-3	KENS	102600	36220	66380	33.19				
1161	7/29/2013	5:47	9	KISSLER	105940	41100	64840	32.42				
1162	7/29/2013	5:49	13	KISSLER	104920	41440	63480	31.74				
1163	7/29/2013	5:52	007	GTE	104900	41240	63660	31.83				
1164	7/29/2013	5:53	10	GEC	107420	37540	69880	34.94				
1165	7/29/2013	5:53	11	GEC	104240	39860	64380	32.19				
1166	7/29/2013	5:58	VOS	VOS	104180	37960	66220	33.11				
1167	7/29/2013	6:01	3	MURRAY	90900	33500	57400	28.70				
1168	7/29/2013	6:02	Y-53	YELLOW	108060	40560	67500	33.75				
1169	7/29/2013	6:07	4	SHULL	107000	40080	66920	33.46				
1170	7/29/2013	6:19	01	FISCHER	104560	40720	63840	31.92				
1171	7/29/2013	6:19	02	FISCHER	104600	40220	64380	32.19				
1172	7/29/2013	6:20	05	FISCHER	108000	40420	67580	33.79				
1173	7/29/2013	6:29	99	R-TRANS	101620	38740	62880	31.44				
1174	7/29/2013	6:30	131	FORLER	106280	42460	63820	31.91				
1175	7/29/2013	6:38	93	FORLER	109260	40080	69180	34.59				
1176	7/29/2013	6:39	89	FORLER	104500	40440	64060	32.03				
1177	7/29/2013	6:41	06	OLTMANN	109820	38400	71420	35.71				
1178	7/29/2013	6:45	10	KISSLER	106520	38660	67860	33.93				
1179	7/29/2013	7:20	4	KISSLER	106540	38500	68040	34.02				
1180	7/29/2013	7:22	8	KOLE	110640	39520	71120	35.56				
1181	7/29/2013	7:22	586	INTWEST	107240	40240	67000	33.50				
1182	7/29/2013	7:25	007	TERRA-X	108580	39180	69400	34.70				
1183	7/29/2013	7:45	584	INTWEST	103420	38840	64580	32.29				
1184	7/29/2013	10:00	4	JLK	100260	40540	59720	29.86				
1185	7/29/2013	10:10	1	HUNT	106060	41180	64880	32.44				
1186	7/29/2013	10:17	144	FORLER	104620	40180	64440	32.22				
1187	7/29/2013	10:23	129	FORLER	103420	42640	60780	30.39				
1188	7/29/2013	12:41	B2	BRANDT	106400	40840	65560	32.78				
1189	7/29/2013	12:44	07	SHULL	109020	39460	69560	34.78				
1190	7/29/2013	12:46	1	MURRAY	102260	37300	64960	32.48				
1191	7/29/2013	13:00	R-58	R-TRANS	102040	41640	60400	30.20				
1192	7/29/2013	13:34	9	KISSLER	105500	41100	64400	32.20				
1193	7/29/2013	13:34	13	KISSLER	109100	41440	67660	33.83				
1194	7/29/2013	13:38	43	VAN ZAN	102420	40440	61980	30.99				
1195	7/29/2013	13:53	3	MURRAY	98460	33500	64960	32.48				
1196	7/29/2013	14:17	99	R-TRANS	106500	38740	67760	33.88				
1197	7/29/2013	14:40	01	FISCHER	109240	40720	68520	34.26				
1198	7/29/2013	14:40	02	FISCHER	108980	40220	68760	34.38				
1199	7/29/2013	14:41	05	FISCHER	108300	40420	67880	33.94				

TABLE C-5

**PL200149 (NON-HAZARDOUS SOIL TO WENATCHEE)**  
 Duwamish Sediment Other Area and Southwest Bank  
 Corrective Measure and Habitat Project  
 Boeing Plant 2  
 Seattle/Tukwila, Washington

NO.	DATE	TIME	TRUCK NO.	TRUCK CO.	GROSS WT.	TARE WT.	NET WT.	TOTAL TONS				
					<b>TOTAL CUMULATIVE TONS: 68,553.59</b>							
1200	7/29/2013	14:44	131	FORLER	104740	42460	62280	31.14				
1201	7/29/2013	14:50	89	FORLER	104980	40440	64540	32.27				
1202	7/29/2013	14:59	93	FORLER	114720	40080	74640	37.32				
1203	7/29/2013	15:27	10	KISSLER	105960	38660	67300	33.65				
1204	7/29/2013	16:20	4	KISSLER	104820	38500	66320	33.16				
1205	7/30/2013	5:30	1	HUNT	109780	41180	68600	34.30				
1206	7/30/2013	5:37	10	GEC	105240	37540	67700	33.85				
1207	7/30/2013	5:41	R-62	R-TRANS	107340	41820	65520	32.76				
1208	7/30/2013	5:42	574	INTWEST	107760	40940	66820	33.41				
1209	7/30/2013	5:50	K-3	KENS	103000	36220	66780	33.39				
1210	7/30/2013	5:50	VOS	VOS	113480	37960	75520	37.76				
1211	7/30/2013	5:57	4	SHULL	110860	40080	70780	35.39				
1212	7/30/2013	5:58	007	GTE	108400	41240	67160	33.58				
1213	7/30/2013	6:17	Y-53	YELLOW	114400	40560	73840	36.92				
1214	7/30/2013	6:30	144	FORLER	104960	40180	64780	32.39				
1215	7/30/2013	6:35	129	FORLER	104580	42640	61940	30.97				
1216	7/30/2013	6:47	06	OLTMANN	109240	38400	70840	35.42				
1217	7/30/2013	6:53	586	INTWEST	101820	40240	61580	30.79				
1218	7/30/2013	6:54	8	KOLE	110640	39520	71120	35.56				
1219	7/30/2013	7:22	584	INTWEST	106200	38840	67360	33.68				
1220	7/30/2013	11:08	11	KISSLER	105460	41080	64380	32.19				
1221	7/30/2013	11:09	8	KISSLER	106300	40260	66040	33.02				
1222	7/30/2013	11:11	4	JLK	102780	40540	62240	31.12				
1223	7/30/2013	11:16	11	GEC	109620	39860	69760	34.88				
1224	7/30/2013	11:37	01	FISCHER	105140	40720	64420	32.21				
1225	7/30/2013	11:37	02	FISCHER	103920	40220	63700	31.85				
1226	7/30/2013	11:38	05	FISCHER	105840	40420	65420	32.71				
1227	7/30/2013	11:45	4	KISSLER	104100	38500	65600	32.80				
1228	7/30/2013	11:50	89	FORLER	107720	40440	67280	33.64				
1229	7/30/2013	11:54	131	FORLER	106740	42460	64280	32.14				
1230	7/30/2013	12:06	93	FORLER	109560	40080	69480	34.74				
1231	7/30/2013	12:08	9	KISSLER	104740	41100	63640	31.82				
1232	7/30/2013	12:08	13	KISSLER	116280	41440	74840	37.42				
1233	7/30/2013	12:16	10	KISSLER	104080	38660	65420	32.71				
1234	7/30/2013	12:27	B2	BRANDT	105720	40840	64880	32.44				
1235	7/30/2013	12:45	07	SHULL	107580	39460	68120	34.06				
1236	7/30/2013	13:06	43	VAN ZAN	103080	40440	62640	31.32				
1237	7/30/2013	13:17	007	GTE	107320	41240	66080	33.04				
1238	7/30/2013	13:39	1	MURRAY	99340	37300	62040	31.02				
1239	7/30/2013	14:10	R-57	R-TRANS	107720	41680	66040	33.02				
1240	7/30/2013	14:16	129	FORLER	108520	42640	65880	32.94				
1241	7/30/2013	14:16	144	FORLER	104540	40180	64360	32.18				
1242	7/31/2013	5:26	10	GEC	107320	37540	69780	34.89				
1243	7/31/2013	5:30	4	SHULL	108100	40080	68020	34.01				
1244	7/31/2013	5:40	9	KISSLER	107680	41100	66580	33.29				
1245	7/31/2013	5:41	K-3	KENS	105780	36220	69560	34.78				
1246	7/31/2013	5:44	VOS	VOS	110940	37960	72980	36.49				
1247	7/31/2013	5:52	131	FORLER	106080	42460	63620	31.81				
1248	7/31/2013	6:01	Y-53	YELLOW	109000	40560	68440	34.22				
1249	7/31/2013	6:08	89	FORLER	106120	40440	65680	32.84				

TABLE C-5

**PL200149 (NON-HAZARDOUS SOIL TO WENATCHEE)**  
 Duwamish Sediment Other Area and Southwest Bank  
 Corrective Measure and Habitat Project  
 Boeing Plant 2  
 Seattle/Tukwila, Washington

NO.	DATE	TIME	TRUCK NO.	TRUCK CO.	GROSS WT.	TARE WT.	NET WT.	TOTAL TONS				
					<b>TOTAL CUMULATIVE TONS: 68,553.59</b>							
1250	7/31/2013	6:14	93	FORLER	107320	40080	67240	33.62				
1251	7/31/2013	6:18	13	KISSLER	107560	41440	66120	33.06				
1252	7/31/2013	6:30	8	KISSLER	104860	40260	64600	32.30				
1253	7/31/2013	6:31	11	KISSLER	104180	41080	63100	31.55				
1254	7/31/2013	6:32	10	KISSLER	106680	38660	68020	34.01				
1255	7/31/2013	6:39	06	OLTMANN	103020	38400	64620	32.31				
1256	7/31/2013	6:45	4	KISSLER	104080	38500	65580	32.79				
1257	7/31/2013	6:50	5	KISSLER	103280	37900	65380	32.69				
1258	7/31/2013	6:52	586	INTWEST	104220	40240	63980	31.99				
1259	7/31/2013	7:02	8	KOLE	107900	39520	68380	34.19				
1260	7/31/2013	7:40	05	FISCHER	107680	40420	67260	33.63				
1261	7/31/2013	7:42	115	FRASER	103400	35100	68300	34.15				
1262	7/31/2013	7:42	116	FRASER	101920	35440	66480	33.24				
1263	7/31/2013	7:49	01	FISCHER	103440	40720	62720	31.36				
1264	7/31/2013	7:50	02	FISCHER	106140	40220	65920	32.96				
1265	7/31/2013	11:04	4	JLK	104380	40540	63840	31.92				
1266	7/31/2013	11:10	1	HUNT	114060	41180	72880	36.44				
1267	7/31/2013	11:45	144	FORLER	105600	40180	65420	32.71				
1268	7/31/2013	11:48	129	FORLER	107760	42640	65120	32.56				
1269	7/31/2013	11:53	B2	BRANDT	104860	40840	64020	32.01				
1270	7/31/2013	12:06	43	VAN ZAN	101560	40440	61120	30.56				
1271	7/31/2013	12:28	07	SHULL	109840	39460	70380	35.19				
1272	7/31/2013	12:28	4	SHULL	109420	40080	69340	34.67				
1273	7/31/2013	12:40	1	MURRAY	101920	37300	64620	32.31				
1274	7/31/2013	12:53	89	FORLER	111300	40440	70860	35.43				
1275	7/31/2013	13:25	131	FORLER	106100	42460	63640	31.82				
1276	7/31/2013	13:35	93	FORLER	102640	40080	62560	31.28				
1277	7/31/2013	13:40	10	KISSLER	107280	38660	68620	34.31				
1278	7/31/2013	13:47	13	KISSLER	105420	41440	63980	31.99				
1279	7/31/2013	13:53	11	KISSLER	103200	41080	62120	31.06				
1280	7/31/2013	13:54	8	KISSLER	107480	40260	67220	33.61				
1281	7/31/2013	14:41	R-57	R-TRANS	109960	41680	68280	34.14				
1282	7/31/2013	14:55	R-61	R-TRANS	108580	41460	67120	33.56				
1283	7/31/2013	15:42	05	FISCHER	106400	40420	65980	32.99				
1284	7/31/2013	15:55	01	FISCHER	110040	40720	69320	34.66				
1285	7/31/2013	15:55	02	FISCHER	107860	40220	67640	33.82				
1286	7/31/2013	12:54	9	KISSLER	105660	41100	64560	32.28				
1287	8/1/2013	5:34	1	HUNT	106280	41180	65100	32.55				
1288	8/1/2013	5:36	10	GEC	107080	37540	69540	34.77				
1289	8/1/2013	5:42	116	FRASER	108380	35440	72940	36.47				
1290	8/1/2013	5:44	574	INTWEST	102000	40940	61060	30.53				
1291	8/1/2013	5:45	11	GEC	97500	39860	57640	28.82				
1292	8/1/2013	5:53	VOS	VOS	102800	37960	64840	32.42				
1293	8/1/2013	5:55	K-3	KENS	102340	36220	66120	33.06				
1294	8/1/2013	6:09	586	INTWEST	106580	40240	66340	33.17				
1295	8/1/2013	6:10	Y-53	YELLOW	103700	40560	63140	31.57				
1296	8/1/2013	6:41	129	FORLER	104880	42640	62240	31.12				
1297	8/1/2013	6:41	144	FORLER	103040	40180	62860	31.43				
1298	8/1/2013	6:46	06	OLTMANN	88900	38400	50500	25.25				
1299	8/1/2013	6:48	4	KISSLER	103760	38500	65260	32.63				

TABLE C-5

**PL200149 (NON-HAZARDOUS SOIL TO WENATCHEE)**  
 Duwamish Sediment Other Area and Southwest Bank  
 Corrective Measure and Habitat Project  
 Boeing Plant 2  
 Seattle/Tukwila, Washington

NO.	DATE	TIME	TRUCK NO.	TRUCK CO.	GROSS WT.	TARE WT.	NET WT.	TOTAL TONS				
					<b>TOTAL CUMULATIVE TONS: 68,553.59</b>							
1300	8/1/2013	6:56	R-51	R-TRANS	106440	40280	66160	33.08				
1301	8/1/2013	7:04	8	KOLE	110380	39520	70860	35.43				
1302	8/1/2013	7:18	5	KISSLER	108740	37900	70840	35.42				
1303	8/1/2013	10:46	4	JLK	100560	40540	60020	30.01				
1304	8/1/2013	11:39	01	FISCHER	106140	40720	65420	32.71				
1305	8/1/2013	11:45	13	KISSLER	103640	41440	62200	31.10				
1306	8/1/2013	11:49	05	FISCHER	107920	40420	67500	33.75				
1307	8/1/2013	11:52	02	FISCHER	102060	40220	61840	30.92				
1308	8/1/2013	11:53	131	FORLER	105940	42460	63480	31.74				
1309	8/1/2013	12:02	89	FORLER	106340	40440	65900	32.95				
1310	8/1/2013	12:05	93	FORLER	106180	40080	66100	33.05				
1311	8/1/2013	12:13	9	KISSLER	106400	41100	65300	32.65				
1312	8/1/2013	12:13	10	KISSLER	106020	38660	67360	33.68				
1313	8/1/2013	12:19	8	KISSLER	106920	40260	66660	33.33				
1314	8/1/2013	12:19	11	KISSLER	102320	41080	61240	30.62				
1315	8/1/2013	12:27	R-57	R-TRANS	101800	41680	60120	30.06				
1316	8/1/2013	12:35	4	SHULL	110340	40080	70260	35.13				
1317	8/1/2013	12:37	B2	BRANDT	104400	40840	63560	31.78				
1318	8/1/2013	12:52	R-62	R-TRANS	105940	41820	64120	32.06				
1319	8/1/2013	13:00	07	SHULL	108020	39460	68560	34.28				
1320	8/1/2013	13:02	1	MURRAY	101980	37300	64680	32.34				
1321	8/1/2013	13:03	43	VAN ZAN	104720	40440	64280	32.14				
1322	8/1/2013	13:20	11	GEC	97180	39860	57320	28.66				
1323	8/1/2013	13:59	K-3	KENS	113580	36220	77360	38.68				
1324	8/1/2013	14:05	129	FORLER	107100	42640	64460	32.23				
1325	8/1/2013	14:06	144	FORLER	103800	40180	63620	31.81				
1326	8/1/2013	15:40	3	MURRAY	92220	33500	58720	29.36				
1327	8/1/2013		6	KISSLER	109180	37760	71420	35.71				
1328	8/2/2013	5:35	10	GEC	106880	37540	69340	34.67				
1329	8/2/2013	5:38	1	HUNT	105000	41180	63820	31.91				
1330	8/2/2013	5:38	4	JLK	101060	40540	60520	30.26				
1331	8/2/2013	5:44	R-57	R-TRANS	100100	41680	58420	29.21				
1332	8/2/2013	5:49	10	KISSLER	105500	38660	66840	33.42				
1333	8/2/2013	5:50	VOS	VOS	111740	37960	73780	36.89				
1334	8/2/2013	5:59	574	INTWEST	103700	40940	62760	31.38				
1335	8/2/2013	6:01	Y-53	YELLOW	103600	40560	63040	31.52				
1336	8/2/2013	6:03	131	FORLER	106220	42460	63760	31.88				
1337	8/2/2013	6:05	9	KISSLER	107000	41100	65900	32.95				
1338	8/2/2013	6:06	6	KISSLER	105900	37760	68140	34.07				
1339	8/2/2013	6:11	89	FORLER	107560	40440	67120	33.56				
1340	8/2/2013	6:23	11	KISSLER	108880	41080	67800	33.90				
1341	8/2/2013	6:37	194	INTWEST	103280	38280	65000	32.50				
1342	8/2/2013	6:38	93	FORLER	106880	40080	66800	33.40				
1343	8/2/2013	6:47	06	OLTMANN	100600	38400	62200	31.10				
1344	8/2/2013	6:55	8	KISSLER	104900	40260	64640	32.32				
1345	8/2/2013	7:16	8	KOLE	105480	39520	65960	32.98				
1346	8/2/2013	8:30	7	KISSLER	105640	39980	65660	32.83				
1347	8/2/2013	8:58	01	FISCHER	105320	40720	64600	32.30				
1348	8/2/2013	8:59	02	FISCHER	105080	40220	64860	32.43				
1349	8/2/2013	9:45	12	KISSLER	104820	41940	62880	31.44				

TABLE C-5

**PL200149 (NON-HAZARDOUS SOIL TO WENATCHEE)**  
 Duwamish Sediment Other Area and Southwest Bank  
 Corrective Measure and Habitat Project  
 Boeing Plant 2  
 Seattle/Tukwila, Washington

NO.	DATE	TIME	TRUCK NO.	TRUCK CO.	GROSS WT.	TARE WT.	NET WT.	TOTAL TONS				
					<b>TOTAL CUMULATIVE TONS: 68,553.59</b>							
1350	8/2/2013	12:15	4	SHULL	103680	40080	63600	31.80				
1351	8/2/2013	12:35	1	MURRAY	101940	37300	64640	32.32				
1352	8/2/2013	12:50	07	SHULL	108500	39460	69040	34.52				
1353	8/2/2013		129	FORLER	109260	42640	66620	33.31				
1354	8/2/2013		144	FORLER	104840	40180	64660	32.33				
1355	8/5/2013	5:20	R-58	R-TRANS	99660	41640	58020	29.01				
1356	8/5/2013	5:21	10	GEC	107160	37540	69620	34.81				
1357	8/5/2013	5:26	11	GEC	108900	39860	69040	34.52				
1358	8/5/2013	5:30	01	FISCHER	112600	40720	71880	35.94				
1359	8/5/2013	5:40	B2	BRANDT	115240	40840	74400	37.20				
1360	8/5/2013	5:48	11	KISSLER	106720	41080	65640	32.82				
1361	8/5/2013	5:50	K-3	KENS	100980	36220	64760	32.38				
1362	8/5/2013	5:55	007	GTE	112400	41240	71160	35.58				
1363	8/5/2013	5:55	R-61	R-TRANS	106760	41460	65300	32.65				
1364	8/5/2013	5:55	VOS	VOS	108920	37960	70960	35.48				
1365	8/5/2013	6:00	05	FISCHER	106300	40420	65880	32.94				
1366	8/5/2013	6:07	02	FISCHER	104260	40220	64040	32.02				
1367	8/5/2013	6:10	43	VAN ZAN	109060	40440	68620	34.31				
1368	8/5/2013	6:11	89	FORLER	111320	40440	70880	35.44				
1369	8/5/2013	6:18	Y-53	YELLOW	114060	40560	73500	36.75				
1370	8/5/2013	6:30	131	FORLER	105800	42460	63340	31.67				
1371	8/5/2013	6:32	5	KISSLER	110240	37900	72340	36.17				
1372	8/5/2013	6:32	65	FORLER	110840	38440	72400	36.20				
1373	8/5/2013	6:32	93	FORLER	110760	40080	70680	35.34				
1374	8/5/2013	6:34	13	KISSLER	109700	41440	68260	34.13				
1375	8/5/2013	6:43	9	KISSLER	106440	41100	65340	32.67				
1376	8/5/2013	6:55	06	OLTMANN	100760	38400	62360	31.18				
1377	8/5/2013	7:00	10	KISSLER	107120	38660	68460	34.23				
1378	8/5/2013	7:06	7	KISSLER	107160	39980	67180	33.59				
1379	8/5/2013	7:20	67	FORLER	109260	38460	70800	35.40				
1380	8/5/2013	7:20	142	FORLER	108000	40240	67760	33.88				
1381	8/5/2013	7:40	R-52	R-TRANS	101900	39960	61940	30.97				
1382	8/5/2013	7:42	8	KISSLER	106600	40260	66340	33.17				
1383	8/5/2013	7:56	12	KISSLER	103780	41940	61840	30.92				
1384	8/5/2013	8:30	590	INTWEST	105240	39860	65380	32.69				
1385	8/5/2013	9:51	8	KOLE	104220	39520	64700	32.35				
1386	8/5/2013	10:08	1	HUNT	109740	41180	68560	34.28				
1387	8/5/2013	10:09	129	FORLER	104000	42640	61360	30.68				
1388	8/5/2013	11:47	R-62	R-TRANS	105520	41820	63700	31.85				
1389	8/5/2013	11:52	4	SHULL	105660	40080	65580	32.79				
1390	8/5/2013	12:09	3	MURRAY	98020	33500	64520	32.26				
1391	8/5/2013	12:53	R-58	R-TRANS	101720	41640	60080	30.04				
1392	8/5/2013	12:55	07	SHULL	106100	39460	66640	33.32				
1393	8/5/2013	12:58	B2	BRANDT	107460	40840	66620	33.31				
1394	8/5/2013	13:18	89	FORLER	107840	40440	67400	33.70				
1395	8/5/2013	13:25	01	FISCHER	107720	40720	67000	33.50				
1396	8/5/2013	13:25	02	FISCHER	106760	40220	66540	33.27				
1397	8/5/2013	13:25	11	KISSLER	103780	41080	62700	31.35				
1398	8/5/2013	13:27	05	FISCHER	107480	40420	67060	33.53				
1399	8/5/2013	13:33	5	KISSLER	110080	37900	72180	36.09				

TABLE C-5

**PL200149 (NON-HAZARDOUS SOIL TO WENATCHEE)**  
 Duwamish Sediment Other Area and Southwest Bank  
 Corrective Measure and Habitat Project  
 Boeing Plant 2  
 Seattle/Tukwila, Washington

NO.	DATE	TIME	TRUCK NO.	TRUCK CO.	GROSS WT.	TARE WT.	NET WT.	TOTAL TONS
<b>TOTAL CUMULATIVE TONS:</b>								<b>68,553.59</b>
1400	8/5/2013	13:40	13	KISSLER	105200	41440	63760	31.88
1401	8/5/2013	13:50	93	FORLER	109040	40080	68960	34.48
1402	8/5/2013	13:54	1	MURRAY	101460	37300	64160	32.08
1403	8/5/2013	13:56	65	FORLER	109000	38440	70560	35.28
1404	8/5/2013	14:21	9	KISSLER	105540	41100	64440	32.22
1405	8/5/2013	14:21	10	KISSLER	104860	38660	66200	33.10
1406	8/5/2013	15:27	43	VAN ZAN	104600	40440	64160	32.08
1407	8/5/2013	15:28	67	FORLER	107120	38460	68660	34.33
1408	8/5/2013	15:28	142	FORLER	106100	40240	65860	32.93
1409	8/5/2013	15:39	7	KISSLER	106080	39980	66100	33.05
1410	8/5/2013	15:56	12	KISSLER	104220	41940	62280	31.14
1411	8/6/2013	5:28	1	HUNT	109940	41180	68760	34.38
1412	8/6/2013	5:30	10	GEC	106220	37540	68680	34.34
1413	8/6/2013	5:32	11	GEC	101660	39860	61800	30.90
1414	8/6/2013	5:41	K-3	KENS	100300	36220	64080	32.04
1415	8/6/2013	5:42	007	GTE	106340	41240	65100	32.55
1416	8/6/2013	5:43	VOS	VOS	102580	37960	64620	32.31
1417	8/6/2013	6:00	Y-53	YELLOW	112340	40560	71780	35.89
1418	8/6/2013	6:20	18	SULLIVAN	106180	41920	64260	32.13
1419	8/6/2013	6:35	71	FORLER	109560	38700	70860	35.43
1420	8/6/2013	6:35	129	FORLER	107420	42640	64780	32.39
1421	8/6/2013	6:53	87	FORLER	111500	40760	70740	35.37
1422	8/6/2013	6:54	06	OLTMANN	111340	38400	72940	36.47
1423	8/6/2013	7:22	8	KOLE	110920	39520	71400	35.70
1424	8/6/2013	11:42	10	KISSLER	104880	38660	66220	33.11
1425	8/6/2013	11:49	01	FISCHER	104060	40720	63340	31.67
1426	8/6/2013	11:49	02	FISCHER	106400	40220	66180	33.09
1427	8/6/2013	11:53	05	FISCHER	107860	40420	67440	33.72
1428	8/6/2013	11:55	13	KISSLER	106420	41440	64980	32.49
1429	8/6/2013	11:58	89	FORLER	110480	40440	70040	35.02
1430	8/6/2013	12:06	93	FORLER	111160	40080	71080	35.54
1431	8/6/2013	12:10	65	FORLER	111920	38440	73480	36.74
1432	8/6/2013	12:16	9	KISSLER	108280	41100	67180	33.59
1433	8/6/2013	12:19	12	KISSLER	101080	41940	59140	29.57
1434	8/6/2013	12:23	11	KISSLER	105800	41080	64720	32.36
1435	8/6/2013	12:26	4	SHULL	107400	40080	67320	33.66
1436	8/6/2013	12:42	B2	BRANDT	109120	40840	68280	34.14
1437	8/6/2013	12:48	07	SHULL	106020	39460	66560	33.28
1438	8/6/2013	12:50	R-58	R-TRANS	104840	41640	63200	31.60
1439	8/6/2013	13:22	3	MURRAY	95020	33500	61520	30.76
1440	8/6/2013	13:23	1	MURRAY	100920	37300	63620	31.81
1441	8/6/2013	13:35	67	FORLER	107240	38460	68780	34.39
1442	8/6/2013	13:35	142	FORLER	107800	40240	67560	33.78
1443	8/6/2013	14:10	129	FORLER	107960	42640	65320	32.66
1444	8/6/2013	14:20	71	FORLER	108520	38700	69820	34.91
1445	8/6/2013	14:30	87	FORLER	110240	40760	69480	34.74
1446	8/6/2013	14:40	18	SULLIVAN	105180	41920	63260	31.63
1447	8/7/2013	5:30	1	HUNT	105780	41180	64600	32.30
1448	8/7/2013	5:41	K-3	KENS	106480	36220	70260	35.13
1449	8/7/2013	5:42	007	GTE	107600	41240	66360	33.18

TABLE C-5

**PL200149 (NON-HAZARDOUS SOIL TO WENATCHEE)**  
 Duwamish Sediment Other Area and Southwest Bank  
 Corrective Measure and Habitat Project  
 Boeing Plant 2  
 Seattle/Tukwila, Washington

NO.	DATE	TIME	TRUCK NO.	TRUCK CO.	GROSS WT.	TARE WT.	NET WT.	TOTAL TONS
<b>TOTAL CUMULATIVE TONS:</b>								<b>68,553.59</b>
1450	8/7/2013	5:47	10	GEC	108380	37540	70840	35.42
1451	8/7/2013	6:02	9	KISSLER	109300	41100	68200	34.10
1452	8/7/2013	6:02	13	KISSLER	105860	41440	64420	32.21
1453	8/7/2013	6:04	VOS	VOS	109540	37960	71580	35.79
1454	8/7/2013	6:08	99	R-TRANS	109480	38740	70740	35.37
1455	8/7/2013	6:13	89	FORLER	107420	40440	66980	33.49
1456	8/7/2013	6:24	43	VAN ZAN	104560	40440	64120	32.06
1457	8/7/2013	6:26	Y-53	YELLOW	119360	40560	78800	39.40
1458	8/7/2013	6:27	06	OLTMANN	106500	38400	68100	34.05
1459	8/7/2013	6:35	11	GEC	105720	39860	65860	32.93
1460	8/7/2013	6:45	93	FORLER	106100	40080	66020	33.01
1461	8/7/2013	7:15	02	FISCHER	107100	40220	66880	33.44
1462	8/7/2013	7:20	05	FISCHER	101740	40420	61320	30.66
1463	8/7/2013	7:31	01	FISCHER	106700	40720	65980	32.99
1464	8/7/2013	8:10	8	KOLE	106380	39520	66860	33.43
1465	8/7/2013	10:13	4	JLK	108060	40540	67520	33.76
1466	8/7/2013	10:45	65	FORLER	100500	38440	62060	31.03
1467	8/7/2013	11:47	129	FORLER	105380	42640	62740	31.37
1468	8/7/2013	11:48	71	FORLER	108180	38700	69480	34.74
1469	8/7/2013	11:54	87	FORLER	110740	40760	69980	34.99
1470	8/7/2013	12:04	4	SHULL	117100	40080	77020	38.51
1471	8/7/2013	12:06	B2	BRANDT	105440	40840	64600	32.30
1472	8/7/2013	12:07	67	FORLER	112640	38460	74180	37.09
1473	8/7/2013	12:15	1	HUNT	112860	41180	71680	35.84
1474	8/7/2013	12:20	07	SHULL	120140	39460	80680	40.34
1475	8/7/2013	12:33	142	FORLER	107820	40240	67580	33.79
1476	8/7/2013	12:53	1	MURRAY	107820	37300	70520	35.26
1477	8/7/2013	13:19	89	FORLER	106240	40440	65800	32.90
1478	8/7/2013	13:25	3	MURRAY	99160	33500	65660	32.83
1479	8/7/2013	13:30	6	KISSLER	105100	37760	67340	33.67
1480	8/7/2013	13:34	4	KISSLER	105840	38500	67340	33.67
1481	8/7/2013	13:53	9	KISSLER	105220	41100	64120	32.06
1482	8/7/2013	13:54	13	KISSLER	105680	41440	64240	32.12
1483	8/7/2013	14:23	18	SULLIVAN	105360	41920	63440	31.72
1484	8/7/2013	14:27	93	FORLER	110220	40080	70140	35.07
1485	8/7/2013	15:32	05	FISCHER	117640	40420	77220	38.61
1486	8/7/2013	15:39	01	FISCHER	105760	40720	65040	32.52
1487	8/7/2013	15:39	02	FISCHER	110140	40220	69920	34.96
1488	8/7/2013	15:44	43	VAN ZAN	111500	40440	71060	35.53
1489	8/7/2013	15:51	99	R-TRANS	115540	38740	76800	38.40
1490	8/8/2013	5:33	1	HUNT	111900	41180	70720	35.36
1491	8/8/2013	5:34	10	GEC	105360	37540	67820	33.91
1492	8/8/2013	5:50	K-3	KENS	101880	36220	65660	32.83
1493	8/8/2013	6:05	65	FORLER	105120	38440	66680	33.34
1494	8/8/2013	6:06	007	GTE	109440	41240	68200	34.10
1495	8/8/2013	6:15	Y-53	YELLOW	108900	40560	68340	34.17
1496	8/8/2013	6:24	11	GEC	105900	39860	66040	33.02
1497	8/8/2013	6:33	06	OLTMANN	103240	38400	64840	32.42
1498	8/8/2013	6:43	71	FORLER	105280	38700	66580	33.29
1499	8/8/2013	6:43	129	FORLER	107260	42640	64620	32.31

TABLE C-5

**PL200149 (NON-HAZARDOUS SOIL TO WENATCHEE)**  
 Duwamish Sediment Other Area and Southwest Bank  
 Corrective Measure and Habitat Project  
 Boeing Plant 2  
 Seattle/Tukwila, Washington

NO.	DATE	TIME	TRUCK NO.	TRUCK CO.	GROSS WT.	TARE WT.	NET WT.	TOTAL TONS				
					<b>TOTAL CUMULATIVE TONS: 68,553.59</b>							
1500	8/8/2013	8:40	8	KISSLER	103840	40260	63580	31.79				
1501	8/8/2013	9:25	12	KISSLER	108080	41940	66140	33.07				
1502	8/8/2013	10:20	4	JLK	95300	40540	54760	27.38				
1503	8/8/2013	11:40	67	FORLER	107740	38460	69280	34.64				
1504	8/8/2013	11:43	01	FISCHER	99720	40720	59000	29.50				
1505	8/8/2013	11:45	05	FISCHER	105360	40420	64940	32.47				
1506	8/8/2013	11:55	02	FISCHER	110260	40220	70040	35.02				
1507	8/8/2013	12:00	142	FORLER	104700	40240	64460	32.23				
1508	8/8/2013	12:04	89	FORLER	80040	40440	39600	19.80				
1509	8/8/2013	12:12	93	FORLER	107440	40080	67360	33.68				
1510	8/8/2013	12:25	9	KISSLER	105920	41100	64820	32.41				
1511	8/8/2013	12:25	13	KISSLER	106640	41440	65200	32.60				
1512	8/8/2013	12:45	B2	BRANDT	107260	40840	66420	33.21				
1513	8/8/2013	12:52	18	SULLIVAN	106120	41920	64200	32.10				
1514	8/8/2013	12:57	4	SHULL	106260	40080	66180	33.09				
1515	8/8/2013	13:02	07	SHULL	115060	39460	75600	37.80				
1516	8/8/2013	13:04	43	VAN ZAN	103840	40440	63400	31.70				
1517	8/8/2013	13:15	65	FORLER	107080	38440	68640	34.32				
1518	8/8/2013	13:30	1	MURRAY	102200	37300	64900	32.45				
1519	8/8/2013	13:31	3	MURRAY	99060	33500	65560	32.78				
1520	8/8/2013	13:43	K-3	KENS	105620	36220	69400	34.70				
1521	8/8/2013	14:15	129	FORLER	104460	42640	61820	30.91				
1522	8/8/2013	14:45	71	FORLER	107120	38700	68420	34.21				
1523	8/8/2013	16:00	R-53	R-TRANS	109520	39420	70100	35.05				
1524	8/9/2013	5:52	1	HUNT	106340	41180	65160	32.58				
1525	8/9/2013	5:52	4	JLK	100240	40540	59700	29.85				
1526	8/9/2013	5:54	6	KISSLER	108560	37760	70800	35.40				
1527	8/9/2013	6:03	99	R-TRANS	103360	38740	64620	32.31				
1528	8/9/2013	6:09	Y-53	YELLOW	105120	40560	64560	32.28				
1529	8/9/2013	6:20	06	OLTMANN	107300	38400	68900	34.45				
1530	8/9/2013	6:40	9	KISSLER	103660	41100	62560	31.28				
1531	8/9/2013	6:47	93	FORLER	107320	40080	67240	33.62				
1532	8/9/2013	7:15	01	FISCHER	105700	40720	64980	32.49				
1533	8/9/2013	7:15	02	FISCHER	102000	40220	61780	30.89				
1534	8/9/2013	7:23	8	KOLE	111960	39520	72440	36.22				
1535	8/9/2013	7:30	11	KISSLER	102620	41080	61540	30.77				
1536	8/9/2013	8:15	142	FORLER	105940	40240	65700	32.85				
1537	8/9/2013	8:30	R-61	R-TRANS	108180	41460	66720	33.36				
1538	8/9/2013	9:23	05	FISCHER	103140	40420	62720	31.36				
1539	8/9/2013	11:39	129	FORLER	105460	42640	62820	31.41				
1540	8/9/2013	11:40	71	FORLER	107740	38700	69040	34.52				
1541	8/9/2013	11:50	65	FORLER	105040	38440	66600	33.30				
1542	8/9/2013	12:15	07	SHULL	105580	39460	66120	33.06				
1543	9/30/2013	5:49	01	FISCHER	105160	40720	64440	32.22				
1544	9/30/2013	6:00	02	FISCHER	99560	40220	59340	29.67				
1545	9/30/2013	6:23	007	GTE	96520	41240	55280	27.64				
1546	9/30/2013	6:26	7	SHULL	94740	39460	55280	27.64				
1547	9/30/2013	6:47	Y-53	YELLOW	107220	40560	66660	33.33				
1548	9/30/2013	6:55	10	GEC	108860	37540	71320	35.66				
1549	9/30/2013	6:55	43	VAN ZAN	104060	40440	63620	31.81				

**TABLE C-5**

**PL200149 (NON-HAZARDOUS SOIL TO WENATCHEE)**  
 Duwamish Sediment Other Area and Southwest Bank  
 Corrective Measure and Habitat Project  
 Boeing Plant 2  
 Seattle/Tukwila, Washington

NO.	DATE	TIME	TRUCK NO.	TRUCK CO.	GROSS WT.	TARE WT.	NET WT.	TOTAL TONS				
					<b>TOTAL CUMULATIVE TONS: 68,553.59</b>							
1550	9/30/2013	7:12	4	JLK	99260	40540	58720	29.36				
1551	9/30/2013	7:15	VOS	VOS	105720	37960	67760	33.88				
1552	9/30/2013	7:44	4	SHULL	115120	40560	74560	37.28				
1553	9/30/2013	7:45	1	MURRAY	109000	37300	71700	35.85				
1554	9/30/2013	7:52	05	FISCHER	113760	40420	73340	36.67				
1555	9/30/2013	8:02	06	OLTMANN	106880	38400	68480	34.24				
1556	9/30/2013	8:14	99	R-TRANS	114500	38740	75760	37.88				
1557	9/30/2013	8:21	1	HUNT	111480	41180	70300	35.15				
1558	9/30/2013	8:21	13	KISSLER	108600	41440	67160	33.58				
1559	9/30/2013	8:38	4	KISSLER	107860	38500	69360	34.68				
1560	9/30/2013	8:38	6	KISSLER	106240	37760	68480	34.24				
1561	9/30/2013	8:56	10	KISSLER	107040	38660	68380	34.19				
1562	9/30/2013	9:00	53	OUTRIDER	102000	39720	62280	31.14				
1563	9/30/2013	9:10	7	KISSLER	107280	39980	67300	33.65				
1564	9/30/2013	9:23	12	KISSLER	109100	41940	67160	33.58				
1565	9/30/2013	9:55	8	MADSEN	108040	40080	67960	33.98				
1566	9/30/2013	13:47	8	KISSLER	105940	40260	65680	32.84				
1567	9/30/2013	13:47	11	KISSLER	104300	41080	63220	31.61				
1568	9/30/2013	13:52	9	KISSLER	106740	41100	65640	32.82				
1569	9/30/2013	15:38	007	GTE	106680	41240	65440	32.72				
1570	9/30/2013	15:39	7	SHULL	104960	39460	65500	32.75				
1571	9/30/2013	16:07	1	HUNT	107000	41180	65820	32.91				
1572	9/30/2013	16:07	13	KISSLER	109662.5123	41440	68222.5123	34.11				
1573	9/30/2013	16:35	43	VAN ZAN	108783.2315	40440	68343.2315	34.17				
1574	9/30/2013		K-3	KENS	104240	36220	68020	34.01				
1575	10/1/2013	5:39	4	SHULL	113900	40560	73340	36.67				
1576	10/1/2013	5:46	10	GEC	106940	37540	69400	34.70				
1577	10/1/2013	6:04	53	OUTRIDER	106100	39720	66380	33.19				
1578	10/1/2013	6:12	8	MADSEN	109580	40080	69500	34.75				
1579	10/1/2013	6:15	K-3	KENS	105000	36220	68780	34.39				
1580	10/1/2013	6:20	VOS	VOS	112720	37960	74760	37.38				
1581	10/1/2013	6:28	06	OLTMANN	99460	38400	61060	30.53				
1582	10/1/2013	6:40	Y-53	YELLOW	119780	40560	79220	39.61				
1583	10/1/2013	7:26	1	MURRAY	102400	37300	65100	32.55				
1584	10/1/2013	11:44	1	HUNT	114240	41180	73060	36.53				
1585	10/1/2013	11:44	13	KISSLER	105760	41440	64320	32.16				
1586	10/1/2013	12:04	8	KISSLER	106220	40260	65960	32.98				
1587	10/1/2013	12:04	11	KISSLER	102620	41080	61540	30.77				
1588	10/1/2013	12:24	7	SHULL	109360	39460	69900	34.95				
1589	10/1/2013	12:49	43	VAN ZAN	108980	40440	68540	34.27				
1590	10/1/2013	12:52	4	SHULL	109400	40560	68840	34.42				
1591	10/1/2013	13:15	99	R-TRANS	112620	38740	73880	36.94				
1592	10/1/2013	14:13	53	OUTRIDER	112240	39720	72520	36.26				
1593	10/1/2013	14:18	8	MADSEN	107340	40080	67260	33.63				
1594	10/2/2013	5:27	10	GEC	108500	37540	70960	35.48				
1595	10/2/2013	5:39	02	FISCHER	107160	40220	66940	33.47				
1596	10/2/2013	5:41	R-53	R-TRANS	106800	39420	67380	33.69				
1597	10/2/2013	5:50	VOS	VOS	102800	37960	64840	32.42				
1598	10/2/2013	5:52	K-3	KENS	110880	36220	74660	37.33				
1599	10/2/2013	6:05	1	MURRAY	104260	37300	66960	33.48				

TABLE C-5

**PL200149 (NON-HAZARDOUS SOIL TO WENATCHEE)**  
 Duwamish Sediment Other Area and Southwest Bank  
 Corrective Measure and Habitat Project  
 Boeing Plant 2  
 Seattle/Tukwila, Washington

NO.	DATE	TIME	TRUCK NO.	TRUCK CO.	GROSS WT.	TARE WT.	NET WT.	TOTAL TONS				
					<b>TOTAL CUMULATIVE TONS: 68,553.59</b>							
1600	10/2/2013	6:30	Y-53	YELLOW	106760	40560	66200	33.10				
1601	10/2/2013	6:36	06	OLTMANN	101440	38400	63040	31.52				
1602	10/2/2013	7:13	1	HUNT	114340	41180	73160	36.58				
1603	10/2/2013	9:00	4	JLK	106000	40540	65460	32.73				
1604	10/2/2013	11:45	8	MADSEN	105840	40080	65760	32.88				
1605	10/2/2013	12:03	99	R-TRANS	99520	38740	60780	30.39				
1606	10/2/2013	12:09	53	OUTRIDER	107680	39720	67960	33.98				
1607	10/2/2013	12:19	10	GEC	107240	37540	69700	34.85				
1608	10/2/2013	12:23	4	SHULL	102280	40560	61720	30.86				
1609	10/2/2013	12:40	7	SHULL	109440	39460	69980	34.99				
1610	10/2/2013	12:47	02	FISCHER	111260	40220	71040	35.52				
1611	10/2/2013	12:55	R-53	R-TRANS	105000	39420	65580	32.79				
1612	10/2/2013	13:00	43	VAN ZAN	105200	40440	64760	32.38				
1613	10/2/2013	15:08	1	MURRAY	104780	37300	67480	33.74				
1614	10/2/2013	15:13	6	KISSLER	104000	37760	66240	33.12				
1615	10/3/2013	5:41	53	OUTRIDER	103180	39720	63460	31.73				
1616	10/3/2013	5:46	8	MADSEN	103000	40080	62920	31.46				
1617	10/3/2013	5:50	K-3	KENS	102600	36220	66380	33.19				
1618	10/3/2013	5:58	VOS	VOS	109260	37960	71300	35.65				
1619	10/3/2013	6:00	007	GTE	108280	41240	67040	33.52				
1620	10/3/2013	6:30	06	OLTMANN	103500	38400	65100	32.55				
1621	10/3/2013	6:34	Y-53	YELLOW	105860	40560	65300	32.65				
1622	10/3/2013	7:13	1	HUNT	109040	41180	67860	33.93				
1623	10/3/2013	7:13	99	R-TRANS	106920	38740	68180	34.09				
1624	10/3/2013	7:25	4	JLK	108120	40540	67580	33.79				
1625	10/3/2013	11:48	R-53	R-TRANS	106220	39420	66800	33.40				
1626	10/3/2013	11:54	10	GEC	108200	37540	70660	35.33				
1627	10/3/2013	11:57	6	KISSLER	106440	37760	68680	34.34				
1628	10/3/2013	12:10	02	FISCHER	101120	40220	60900	30.45				
1629	10/3/2013	12:50	1	MURRAY	99860	37300	62560	31.28				
1630	10/3/2013	13:10	10	KISSLER	104060	38660	65400	32.70				
1631	10/3/2013	13:30	007	GTE	104660	41240	63420	31.71				
1632	10/3/2013	13:46	06	OLTMANN	101500	38400	63100	31.55				
1633	10/3/2013	14:00	8	MADSEN	105120	40080	65040	32.52				
1634	10/3/2013	14:10	53	OUTRIDER	103280	39720	63560	31.78				
1635	10/3/2013	14:12	43	VAN ZAN	106420	40440	65980	32.99				
1636	10/3/2013	14:51	1	HUNT	112860	41180	71680	35.84				
1637	10/3/2013	14:51	99	R-TRANS	111920	38740	73180	36.59				
1638	10/4/2013	5:41	02	FISCHER	105680	40220	65460	32.73				
1639	10/4/2013	5:41	K-3	KENS	112340	36220	76120	38.06				
1640	10/4/2013	5:50	VOS	VOS	110080	37960	72120	36.06				
1641	10/4/2013	5:56	106	CIMMARON	105580	41320	64260	32.13				
1642	10/4/2013	6:35	Y-53	YELLOW	107880	40560	67320	33.66				
1643	10/4/2013	6:40	R-53	R-TRANS	108460	39420	69040	34.52				
1644	10/4/2013	6:55	7	SHULL	107440	39460	67980	33.99				
1645	10/4/2013	8:20	4	KISSLER	104560	38500	66060	33.03				
1646	10/4/2013	11:00	4	JLK	108520	40540	67980	33.99				
1647	10/4/2013	11:43	8	MADSEN	102880	40080	62800	31.40				
1648	10/4/2013	11:47	1	HUNT	109780	41180	68600	34.30				
1649	10/4/2013	11:47	10	KISSLER	109780	38660	71120	35.56				

TABLE C-5

**PL200149 (NON-HAZARDOUS SOIL TO WENATCHEE)**  
 Duwamish Sediment Other Area and Southwest Bank  
 Corrective Measure and Habitat Project  
 Boeing Plant 2  
 Seattle/Tukwila, Washington

NO.	DATE	TIME	TRUCK NO.	TRUCK CO.	GROSS WT.	TARE WT.	NET WT.	TOTAL TONS
<b>TOTAL CUMULATIVE TONS:</b>								<b>68,553.59</b>
1650	10/4/2013	13:00	1	MURRAY	100880	37300	63580	31.79
1651	10/7/2013	5:20	6	KISSLER	110700	37760	72940	36.47
1652	10/7/2013	5:25	10	GEC	108960	37540	71420	35.71
1653	10/7/2013	5:34	01	FISCHER	103180	40720	62460	31.23
1654	10/7/2013	5:46	106	CIMARRON	105420	41320	64100	32.05
1655	10/7/2013	5:47	007	GTE	113020	41240	71780	35.89
1656	10/7/2013	5:55	4	SHULL	102340	40560	61780	30.89
1657	10/7/2013	5:56	99	R-TRANS	109180	38740	70440	35.22
1658	10/7/2013	6:02	VOS	VOS	106780	37960	68820	34.41
1659	10/7/2013	6:06	1	HUNT	107340	41180	66160	33.08
1660	10/7/2013	6:14	7	SHULL	39460	39460	0	
1661	10/7/2013	6:26	8	MADSEN	108360	40080	68280	34.14
1662	10/7/2013	6:45	Y-53	YELLOW	101620	40560	61060	30.53
1663	10/7/2013	9:13	18	SULLIVAN	106740	41920	64820	32.41
1664	10/7/2013	9:25	K-3	KENS	104600	36220	68380	34.19
1665	10/7/2013	12:35	1	MURRAY	101860	37300	64560	32.28
1666	10/7/2013	12:53	01	FISCHER	110020	40720	69300	34.65
1667	10/7/2013	13:00	53	OUTRIDER	109920	39720	70200	35.10
1668	10/7/2013	13:30	99	R-TRANS	111120	38740	72380	36.19
1669	10/7/2013	14:32	8	MADSEN	106360	40080	66280	33.14
1670	10/7/2013	14:45	4	JLK	102460	40540	61920	30.96
1671	10/7/2013	14:50	7	SHULL	106400	39460	66940	33.47
1672	10/8/2013	5:31	10	GEC	107400	37540	69860	34.93
1673	10/8/2013	5:32	K-3	KENS	102020	36220	65800	32.90
1674	10/8/2013	5:47	007	GTE	101540	41240	60300	30.15
1675	10/8/2013	5:47	18	SULLIVAN	107400	41920	65480	32.74
1676	10/8/2013	5:51	VOS	VOS	109300	37960	71340	35.67
1677	10/8/2013	5:57	106	CIMARRON	107720	41320	66400	33.20
1678	10/8/2013	6:10	Y-53	YELLOW	109680	40560	69120	34.56
1679	10/8/2013	6:22	4	SHULL	105540	40560	64980	32.49
1680	10/8/2013	6:23	43	VAN ZAN	100340	40440	59900	29.95
1681	10/8/2013	6:40	06	OLTMANN	106260	38400	67860	33.93
1682	10/8/2013	12:12	99	R-TRANS	103160	38740	64420	32.21
1683	10/8/2013	12:19	53	OUTRIDER	102320	39720	62600	31.30
1684	10/8/2013	12:25	01	FISCHER	109780	40720	69060	34.53
1685	10/8/2013	12:29	8	MADSEN	101220	40080	61140	30.57
1686	10/8/2013	12:40	1	MURRAY	101820	37300	64520	32.26
1687	10/8/2013	13:05	7	SHULL	113060	39460	73600	36.80
1688	10/8/2013	13:50	18	SULLIVAN	105660	41920	63740	31.87
1689	10/8/2013	14:30	06	OLTMANN	106460	38400	68060	34.03
1690	10/8/2013	14:34	4	JLK	105960	40540	65420	32.71
1691	10/8/2013	14:50	43	VAN ZAN	102000	40440	61560	30.78
1692	10/8/2013	15:30	06	FISCHER	104900	41380	63520	31.76
1693	10/8/2013	16:31	02	FISCHER	103220	40220	63000	31.50
1694	10/8/2013	16:31	05	FISCHER	107000	40420	66580	33.29
1695	10/8/2013	16:35	07	FISCHER	109260	41800	67460	33.73
1696	10/9/2013	5:28	10	GEC	107720	37540	70180	35.09
1697	10/9/2013	5:32	53	OUTRIDER	102280	39720	62560	31.28
1698	10/9/2013	5:34	007	GTE	104180	41240	62940	31.47
1699	10/9/2013	5:41	K-3	KENS	106600	36220	70380	35.19

TABLE C-5

**PL200149 (NON-HAZARDOUS SOIL TO WENATCHEE)**  
 Duwamish Sediment Other Area and Southwest Bank  
 Corrective Measure and Habitat Project  
 Boeing Plant 2  
 Seattle/Tukwila, Washington

NO.	DATE	TIME	TRUCK NO.	TRUCK CO.	GROSS WT.	TARE WT.	NET WT.	TOTAL TONS				
					<b>TOTAL CUMULATIVE TONS: 68,553.59</b>							
1700	10/9/2013	5:45	1	HUNT	110680	41180	69500	34.75				
1701	10/9/2013	5:49	01	FISCHER	106560	40720	65840	32.92				
1702	10/9/2013	5:51	VOS	VOS	103600	37960	65640	32.82				
1703	10/9/2013	6:02	Y-53	YELLOW	109840	40560	69280	34.64				
1704	10/9/2013	6:03	106	CIMARRON	107820	41320	66500	33.25				
1705	10/9/2013	6:12	4	SHULL	113360	40560	72800	36.40				
1706	10/9/2013	6:25	4	KISSLER	109900	38500	71400	35.70				
1707	10/9/2013	6:32	9	KISSLER	105220	41100	64120	32.06				
1708	10/9/2013	11:12	99	R-TRANS	112000	38740	73260	36.63				
1709	10/9/2013	11:35	07	FISCHER	106740	41800	64940	32.47				
1710	10/9/2013	11:52	8	MADSEN	106640	40080	66560	33.28				
1711	10/9/2013	11:53	18	SULLIVAN	104800	41920	62880	31.44				
1712	10/9/2013	12:00	05	FISCHER	100700	40420	60280	30.14				
1713	10/9/2013	12:06	02	FISCHER	109760	40220	69540	34.77				
1714	10/9/2013	12:07	06	FISCHER	104820	41380	63440	31.72				
1715	10/9/2013	12:15	06	OLTMANN	101480	38400	63080	31.54				
1716	10/9/2013	12:30	7	SHULL	126440	39460	86980	43.49				
1717	10/9/2013	12:35	43	VAN ZAN	105380	40440	64940	32.47				
1718	10/9/2013	12:46	1	MURRAY	102300	37300	65000	32.50				
1719	10/9/2013	12:53	1	HUNT	109800	41180	68620	34.31				
1720	10/9/2013	13:05	01	FISCHER	104460	40720	63740	31.87				
1721	10/9/2013	15:00	R-53	R-TRANS	104340	39420	64920	32.46				
1722	10/9/2013		4	JLK	101860	40540	61320	30.66				
1723	10/9/2013		4	KISSLER	106700	38500	68200	34.10				
1724	10/9/2013		9	KISSLER	108440	41100	67340	33.67				
1725	10/9/2013		53	OUTRIDER	106440	39720	66720	33.36				
1726	10/10/2013	5:28	02	FISCHER	102860	40220	62640	31.32				
1727	10/10/2013	5:32	10	GEC	107000	37540	69460	34.73				
1728	10/10/2013	5:35	K-3	KENS	115140	36220	78920	39.46				
1729	10/10/2013	5:37	05	FISCHER	109100	40420	68680	34.34				
1730	10/10/2013	5:44	06	FISCHER	107600	41380	66220	33.11				
1731	10/10/2013	5:44	07	FISCHER	104200	41800	62400	31.20				
1732	10/10/2013	5:50	007	GTE	106160	41240	64920	32.46				
1733	10/10/2013	6:04	8	MADSEN	104420	40080	64340	32.17				
1734	10/10/2013	6:04	18	SULLIVAN	107340	41920	65420	32.71				
1735	10/10/2013	6:07	4	SHULL	115960	40560	75400	37.70				
1736	10/10/2013	6:10	106	CIMARRON	106300	41320	64980	32.49				
1737	10/10/2013	6:16	VOS	VOS	109300	37960	71340	35.67				
1738	10/10/2013	6:23	Y-53	YELLOW	113840	40560	73280	36.64				
1739	10/10/2013	8:50	12	KISSLER	102400	41940	60460	30.23				
1740	10/10/2013	9:10	13	KISSLER	102080	41440	60640	30.32				
1741	10/10/2013	11:07	99	R-TRANS	108340	38740	69600	34.80				
1742	10/10/2013	11:41	1	HUNT	112460	41180	71280	35.64				
1743	10/10/2013	11:49	4	KISSLER	105380	38500	66880	33.44				
1744	10/10/2013	12:00	53	OUTRIDER	106060	39720	66340	33.17				
1745	10/10/2013	12:04	01	FISCHER	108180	40720	67460	33.73				
1746	10/10/2013	12:17	9	KISSLER	108320	41100	67220	33.61				
1747	10/10/2013	12:29	06	OLTMANN	107440	38400	69040	34.52				
1748	10/10/2013	12:40	43	VAN ZAN	105600	40440	65160	32.58				
1749	10/10/2013	12:41	06	FISCHER	105400	41380	64020	32.01				

TABLE C-5

**PL200149 (NON-HAZARDOUS SOIL TO WENATCHEE)**  
 Duwamish Sediment Other Area and Southwest Bank  
 Corrective Measure and Habitat Project  
 Boeing Plant 2  
 Seattle/Tukwila, Washington

NO.	DATE	TIME	TRUCK NO.	TRUCK CO.	GROSS WT.	TARE WT.	NET WT.	TOTAL TONS				
					<b>TOTAL CUMULATIVE TONS: 68,553.59</b>							
1750	10/10/2013	12:41	07	FISCHER	104680	41800	62880	31.44				
1751	10/10/2013	12:59	1	MURRAY	100040	37300	62740	31.37				
1752	10/10/2013	13:16	02	FISCHER	111300	40220	71080	35.54				
1753	10/10/2013	13:16	05	FISCHER	109300	40420	68880	34.44				
1754	10/10/2013	13:16	007	GTE	109120	41240	67880	33.94				
1755	10/10/2013	13:20	4	JLK	114000	40540	73460	36.73				
1756	10/10/2013	13:45	8	MADSEN	108220	40080	68140	34.07				
1757	10/10/2013	13:45	18	SULLIVAN	106660	41920	64740	32.37				
1758	10/11/2013	5:30	53	OUTRIDER	103100	39720	63380	31.69				
1759	10/11/2013	5:35	K-3	KENS	105920	36220	69700	34.85				
1760	10/11/2013	5:37	10	GEC	107420	37540	69880	34.94				
1761	10/11/2013	5:42	7	KISSLER	106820	39980	66840	33.42				
1762	10/11/2013	5:44	106	CIMARRON	105380	41320	64060	32.03				
1763	10/11/2013	5:50	VOS	VOS	109840	37960	71880	35.94				
1764	10/11/2013	6:02	4	SHULL	115040	40560	74480	37.24				
1765	10/11/2013	6:13	01	FISCHER	109020	40720	68300	34.15				
1766	10/11/2013	6:22	07	FISCHER	105200	41800	63400	31.70				
1767	10/11/2013	6:33	R-53	R-TRANS	105600	39420	66180	33.09				
1768	10/11/2013	7:28	99	R-TRANS	110180	38740	71440	35.72				
1769	10/11/2013	11:09	6	KISSLER	104060	37760	66300	33.15				
1770	10/11/2013	11:57	18	SULLIVAN	104340	41920	62420	31.21				
1771	10/11/2013	11:58	8	MADSEN	110200	40080	70120	35.06				
1772	10/11/2013	12:16	06	FISCHER	109420	41380	68040	34.02				
1773	10/11/2013	13:25	1	MURRAY	99800	37300	62500	31.25				
1774	10/14/2013	5:32	53	OUTRIDER	98140	39720	58420	29.21				
1775	10/14/2013	5:35	10	GEC	107260	37540	69720	34.86				
1776	10/14/2013	5:36	K-3	KENS	101780	36220	65560	32.78				
1777	10/14/2013	5:45	R-53	R-TRANS	107620	39420	68200	34.10				
1778	10/14/2013	5:49	01	FISCHER	104240	40720	63520	31.76				
1779	10/14/2013	5:56	05	FISCHER	101940	40420	61520	30.76				
1780	10/14/2013	5:58	07	FISCHER	104020	41800	62220	31.11				
1781	10/14/2013	6:07	02	FISCHER	106100	40220	65880	32.94				
1782	10/14/2013	6:10	8	MADSEN	104900	40080	64820	32.41				
1783	10/14/2013	6:19	99	R-TRANS	105880	38740	67140	33.57				
1784	10/14/2013	6:21	VOS	VOS	103720	37960	65760	32.88				
1785	10/14/2013	6:33	13	KISSLER	108180	41440	66740	33.37				
1786	10/14/2013	6:43	106	CIMARRON	106000	41320	64680	32.34				
1787	10/14/2013	6:52	4	SHULL	106160	40560	65600	32.80				
1788	10/14/2013	6:58	Y-53	YELLOW	98360	40560	57800	28.90				
1789	10/14/2013	7:06	1	HUNT	110580	41180	69400	34.70				
1790	10/14/2013	7:06	06	FISCHER	108620	41380	67240	33.62				
1791	10/14/2013	7:18	06	OLTmann	105800	38400	67400	33.70				
1792	10/14/2013	10:06	18	SULLIVAN	104860	41920	62940	31.47				
1793	10/14/2013	10:34	4	KISSLER	106440	38500	67940	33.97				
1794	10/14/2013	10:34	8	KISSLER	108020	40260	67760	33.88				
1795	10/14/2013	11:02	007	GTE	108240	41240	67000	33.50				
1796	10/14/2013	11:40	5	KISSLER	107700	37900	69800	34.90				
1797	10/14/2013	13:20	53	OUTRIDER	107700	39720	67980	33.99				
1798	10/14/2013	14:00	99	R-TRANS	111680	38740	72940	36.47				
1799	10/14/2013		6	KISSLER	106300	37760	68540	34.27				

TABLE C-5

**PL200149 (NON-HAZARDOUS SOIL TO WENATCHEE)**  
 Duwamish Sediment Other Area and Southwest Bank  
 Corrective Measure and Habitat Project  
 Boeing Plant 2  
 Seattle/Tukwila, Washington

NO.	DATE	TIME	TRUCK NO.	TRUCK CO.	GROSS WT.	TARE WT.	NET WT.	TOTAL TONS
<b>TOTAL CUMULATIVE TONS:</b>								<b>68,553.59</b>
1800	10/15/2013	5:33	K-3	KENS	108440	36220	72220	36.11
1801	10/15/2013	5:42	007	GTE	110640	41240	69400	34.70
1802	10/15/2013	5:43	106	CIMARRON	105060	41320	63740	31.87
1803	10/15/2013	5:45	Y-53	YELLOW	113000	40560	72440	36.22
1804	10/15/2013	5:58	VOS	VOS	107460	37960	69500	34.75
1805	10/15/2013	6:00	8	MADSEN	103800	40080	63720	31.86
1806	10/15/2013	6:00	18	SULLIVAN	104660	41920	62740	31.37
1807	10/15/2013	6:09	4	SHULL	115600	40560	75040	37.52
1808	10/15/2013	7:18	06	OLTMANN	108420	38400	70020	35.01
1809	10/15/2013	7:44	4	JLK	106980	40540	66440	33.22
1810	10/15/2013	8:46	1	HUNT	106040	41180	64860	32.43
1811	10/15/2013	8:46	10	KISSLER	107400	38660	68740	34.37
1812	10/15/2013	11:57	53	OUTRIDER	106160	39720	66440	33.22
1813	10/15/2013	13:01	007	GTE	102860	41240	61620	30.81
1814	10/15/2013	13:48	Y-53	YELLOW	111840	40560	71280	35.64
1815	10/15/2013	13:49	18	SULLIVAN	109980	41920	68060	34.03
1816	10/16/2013	5:37	K-3	KENS	112940	36220	76720	38.36
1817	10/16/2013	5:39	106	CIMARRON	105300	41320	63980	31.99
1818	10/16/2013	5:40	53	OUTRIDER	102020	39720	62300	31.15
1819	10/16/2013	5:42	VOS	VOS	112840	37960	74880	37.44
1820	10/16/2013	5:55	8	MADSEN	102060	40080	61980	30.99
1821	10/16/2013	6:00	4	SHULL	109660	40560	69100	34.55
1822	10/16/2013	6:55	06	OLTMANN	104420	38400	66020	33.01
1823	10/16/2013	8:15	4	JLK	103040	40540	62500	31.25
1824	10/16/2013	9:15	1	HUNT	111320	41180	70140	35.07
1825	10/16/2013	11:17	6	KISSLER	105740	37760	67980	33.99
1826	10/16/2013	11:56	R-53	R-TRANS	103800	39420	64380	32.19
1827	10/16/2013	12:06	18	SULLIVAN	107740	41920	65820	32.91
1828	10/16/2013	12:30	Y-53	YELLOW	111640	40560	71080	35.54
1829	10/16/2013	13:30	8	MADSEN	100140	40080	60060	30.03
1830	10/16/2013	13:30	53	OUTRIDER	110140	39720	70420	35.21
1831	10/17/2013	5:51	R-53	R-TRANS	105480	39420	66060	33.03
1832	10/17/2013	5:54	007	GTE	110040	41240	68800	34.40
1833	10/17/2013	5:56	VOS	VOS	104780	37960	66820	33.41
1834	10/17/2013	6:00	4	SHULL	111580	40560	71020	35.51
1835	10/17/2013	6:08	106	CIMARRON	105080	41320	63760	31.88
1836	10/17/2013	6:25	K-3	KENS	96220	36220	60000	30.00
1837	10/17/2013	6:33	18	SULLIVAN	106240	41920	64320	32.16
1838	10/17/2013	6:43	99	R-TRANS	109880	38740	71140	35.57
1839	10/17/2013	7:00	06	OLTMANN	102120	38400	63720	31.86
1840	10/17/2013	8:10	4	JLK	103480	40540	62940	31.47
1841	10/17/2013	8:55	1	HUNT	111140	41180	69960	34.98
1842	10/17/2013	10:48	6	KISSLER	109400	37760	71640	35.82
1843	10/17/2013	11:15	7	KISSLER	107560	39980	67580	33.79
1844	10/17/2013	11:50	8	MADSEN	113220	40080	73140	36.57
1845	10/17/2013	11:50	53	OUTRIDER	107000	39720	67280	33.64
1846	10/17/2013	12:38	5	KISSLER	107780	37900	69880	34.94
1847	10/17/2013	13:00	007	GTE	109500	41240	68260	34.13
1848	10/17/2013	13:10	R-53	R-TRANS	106340	39420	66920	33.46
1849	10/17/2013	13:23	4	SHULL	120400	40560	79840	39.92

TABLE C-5

**PL200149 (NON-HAZARDOUS SOIL TO WENATCHEE)**  
 Duwamish Sediment Other Area and Southwest Bank  
 Corrective Measure and Habitat Project  
 Boeing Plant 2  
 Seattle/Tukwila, Washington

NO.	DATE	TIME	TRUCK NO.	TRUCK CO.	GROSS WT.	TARE WT.	NET WT.	TOTAL TONS				
					<b>TOTAL CUMULATIVE TONS: 68,553.59</b>							
1850	10/17/2013	13:24	Y-53	YELLOW	103760	40560	63200	31.60				
1851	10/17/2013	13:25	1	MURRAY	102320	37300	65020	32.51				
1852	10/17/2013	14:37	18	SULLIVAN	106680	41920	64760	32.38				
1853	10/17/2013	14:45	06	OLTMANN	103400	38400	65000	32.50				
1854	10/18/2013	5:20	99	R-TRANS	110760	38740	72020	36.01				
1855	10/18/2013	5:25	K-3	KENS	96220	36220	60000	30.00				
1856	10/18/2013	5:30	106	CIMARRON	107000	41320	65680	32.84				
1857	10/18/2013	5:35	1	VOS	106680	37960	68720	34.36				
1858	10/18/2013	5:45	13	KISSLER	108500	41440	67060	33.53				
1859	10/18/2013	5:46	8	MADSEN	103180	40080	63100	31.55				
1860	10/18/2013	7:10	10	KISSLER	106420	38660	67760	33.88				
1861	10/18/2013	8:00	4	JLK	110540	40540	70000	35.00				
1862	10/18/2013	9:50	R-59	R-TRANS	90800	39780	51020	25.51				
1863	10/18/2013	11:45	R-53	R-TRANS	104220	39420	64800	32.40				
1864	10/18/2013	12:30	1	MURRAY	102600	37300	65300	32.65				
1865	10/24/2013	5:36	R-53	R-TRANS	104920	39420	65500	32.75				
1866	10/24/2013	5:37	1	HUNT	106940	41180	65760	32.88				
1867	10/24/2013	5:54	K-3	KENS	107320	36220	71100	35.55				
1868	10/24/2013	6:00	4	SHULL	109260	40560	68700	34.35				
1869	10/24/2013	6:00	43	VANZAN	98960	40440	58520	29.26				
1870	10/24/2013	6:04	VOS	VOS	101980	37960	64020	32.01				
1871	10/24/2013	6:27	07	FISCHER	108600	41800	66800	33.40				
1872	10/24/2013	6:29	06	FISCHER	118840	41380	77460	38.73				
1873	10/24/2013	6:35	007	GTE	111480	41240	70240	35.12				
1874	10/24/2013	6:36	R-59	R-TRANS	87000	39780	47220	23.61				
1875	10/24/2013	6:42	4	JLK	102780	40540	62240	31.12				
1876	10/24/2013	6:49	Y-53	YELLOW	109220	40560	68660	34.33				
1877	10/24/2013	6:54	1	MURRAY	105320	37300	68020	34.01				
1878	10/24/2013	7:11	06	OLTMANN	110880	38400	72480	36.24				
1879	10/24/2013	9:15	4	KISSLER	106600	38500	68100	34.05				
1880	10/24/2013	12:19	R-53	R-TRANS	103520	39420	64100	32.05				
1881	10/24/2013	12:23	1	HUNT	106280	41180	65100	32.55				
1882	10/24/2013	13:15	K-3	KENS	102340	36220	66120	33.06				
1883	10/24/2013	14:09	007	GTE	110420	41240	69180	34.59				
1884	10/24/2013	14:20	R-59	R-TRANS	89880	39780	50100	25.05				
1885	10/24/2013	14:52	1	MURRAY	103780	37300	66480	33.24				
1886	10/24/2013	14:55	06	FISCHER	103360	41380	61980	30.99				
1887	10/24/2013	15:00	Y-53	YELLOW	107520	40560	66960	33.48				
1888	10/24/2013	15:35	43	VANZAN	100960	40440	60520	30.26				
1889	10/25/2013	5:45	11	KISSLER	107500	41080	66420	33.21				
1890	10/25/2013	5:48	99	R-TRANS	108000	38740	69260	34.63				
1891	10/25/2013	5:48	VOS	VOS	107040	37960	69080	34.54				
1892	10/25/2013	6:07	7	SHULL	124000	39460	84540	42.27				
1893	10/25/2013	6:08	06	OLTMANN	104740	38400	66340	33.17				
1894	10/25/2013	6:20	4	JLK	99320	40540	58780	29.39				
1895	10/25/2013	11:37	K-3	KENS	89100	36220	52880	26.44				
1896	10/25/2013	11:58	06	FISCHER	112060	41380	70680	35.34				
1897	10/25/2013	12:12	R-59	R-TRANS	90540	39780	50760	25.38				
1898	10/25/2013	12:30	1	MURRAY	100680	37300	63380	31.69				
1899	10/28/2013	5:34	K-3	KENS	105000	36220	68780	34.39				

TABLE C-5

**PL200149 (NON-HAZARDOUS SOIL TO WENATCHEE)**  
 Duwamish Sediment Other Area and Southwest Bank  
 Corrective Measure and Habitat Project  
 Boeing Plant 2  
 Seattle/Tukwila, Washington

NO.	DATE	TIME	TRUCK NO.	TRUCK CO.	GROSS WT.	TARE WT.	NET WT.	TOTAL TONS				
					<b>TOTAL CUMULATIVE TONS: 68,553.59</b>							
1900	10/28/2013	5:38	007	GTE	104200	41240	62960	31.48				
1901	10/28/2013	5:43	1	HUNT	102440	41180	61260	30.63				
1902	10/28/2013	5:43	99	R-TRANS	110720	38740	71980	35.99				
1903	10/28/2013	5:55	VOS	VOS	106380	37960	68420	34.21				
1904	10/28/2013	6:01	06	OLTMANN	100020	38400	61620	30.81				
1905	10/28/2013	6:18	06	FISCHER	111600	41380	70220	35.11				
1906	10/28/2013	6:18	07	FISCHER	106540	41800	64740	32.37				
1907	10/28/2013	6:26	Y-53	YELLOW	106360	40560	65800	32.90				
1908	10/28/2013	7:08	7	SHULL	117580	39460	78120	39.06				
1909	10/28/2013	9:22	05	FISCHER	111480	40420	71060	35.53				
1910	10/28/2013	9:23	01	FISCHER	112680	40720	71960	35.98				
1911	10/28/2013	9:50	02	FISCHER	112760	40220	72540	36.27				
1912	10/28/2013	10:29	4	KISSLER	106180	38500	67680	33.84				
1913	10/28/2013	11:44	7	KISSLER	103840	39980	63860	31.93				
1914	10/28/2013	11:55	5	KISSLER	108820	37900	70920	35.46				
1915	10/28/2013	11:55	13	KISSLER	107280	41440	65840	32.92				
1916	10/28/2013	12:09	10	KISSLER	107700	38660	69040	34.52				
1917	10/28/2013	12:21	1	HUNT	116620	41180	75440	37.72				
1918	10/28/2013	12:25	99	R-TRANS	115380	38740	76640	38.32				
1919	10/28/2013	13:15	1	MURRAY	102500	37300	65200	32.60				
1920	10/28/2013	14:00	06	FISCHER	110700	41380	69320	34.66				
1921	10/28/2013	14:40	07	FISCHER	107020	41800	65220	32.61				
1922	10/28/2013	14:45	Y-53	YELLOW	109640	40560	69080	34.54				
1923	10/29/2013	5:33	R-59	R-TRANS	89060	39780	49280	24.64				
1924	10/29/2013	5:40	99	R-TRANS	112900	38740	74160	37.08				
1925	10/29/2013	5:42	43	VANZAN	105360	40440	64920	32.46				
1926	10/29/2013	5:49	007	GTE	111060	41240	69820	34.91				
1927	10/29/2013	5:53	K-3	KENS	108000	36220	71780	35.89				
1928	10/29/2013	5:53	VOS	VOS	105400	37960	67440	33.72				
1929	10/29/2013	6:04	7	SHULL	116740	39460	77280	38.64				
1930	10/29/2013	6:08	1	HUNT	110600	41180	69420	34.71				
1931	10/29/2013	6:33	18	SULLIVAN	107980	41920	66060	33.03				
1932	10/29/2013	6:55	06	OLTMANN	109500	38400	71100	35.55				
1933	10/29/2013	7:07	5	KISSLER	105840	37900	67940	33.97				
1934	10/29/2013	7:15	6	KISSLER	107500	37760	69740	34.87				
1935	10/29/2013	11:57	06	FISCHER	102440	41380	61060	30.53				
1936	10/29/2013	11:57	07	FISCHER	104120	41800	62320	31.16				
1937	10/29/2013	12:16	Y-53	YELLOW	108620	40560	68060	34.03				
1938	10/29/2013	12:33	99	R-TRANS	108220	38740	69480	34.74				
1939	10/29/2013	12:38	1	MURRAY	103540	37300	66240	33.12				
1940	10/29/2013	12:42	1	HUNT	109280	41180	68100	34.05				
1941	10/29/2013	13:10	R-59	R-TRANS	97220	39780	57440	28.72				
1942	10/29/2013	13:52	5	KISSLER	108200	37900	70300	35.15				
1943	10/29/2013	14:10	18	SULLIVAN	108200	41920	66280	33.14				
1944	10/29/2013	14:33	6	KISSLER	104380	37760	66620	33.31				
1945	10/29/2013	14:45	43	VANZAN	106020	40440	65580	32.79				
1946	10/30/2013	5:37	99	R-TRANS	107400	38740	68660	34.33				
1947	10/30/2013	5:46	K-3	KENS	106920	36220	70700	35.35				
1948	10/30/2013	5:50	007	GTE	113380	41240	72140	36.07				
1949	10/30/2013	5:55	106	CIMARRON	109800	41320	68480	34.24				

TABLE C-5

**PL200149 (NON-HAZARDOUS SOIL TO WENATCHEE)**  
 Duwamish Sediment Other Area and Southwest Bank  
 Corrective Measure and Habitat Project  
 Boeing Plant 2  
 Seattle/Tukwila, Washington

NO.	DATE	TIME	TRUCK NO.	TRUCK CO.	GROSS WT.	TARE WT.	NET WT.	TOTAL TONS				
					<b>TOTAL CUMULATIVE TONS: 68,553.59</b>							
1950	10/30/2013	6:00	VOS	VOS	108240	37960	70280	35.14				
1951	10/30/2013	6:14	7	SHULL	126600	39460	87140	43.57				
1952	10/30/2013	6:30	25	JLK	100740	37260	63480	31.74				
1953	10/30/2013	6:49	06	OLTMANN	102540	38400	64140	32.07				
1954	10/30/2013	6:57	1	HUNT	111060	41180	69880	34.94				
1955	10/30/2013	7:28	06	FISCHER	105020	41380	63640	31.82				
1956	10/30/2013	7:28	07	FISCHER	109720	41800	67920	33.96				
1957	10/30/2013	8:02	9	KISSLER	106600	41100	65500	32.75				
1958	10/30/2013	9:42	R-3	R-TRANS	93900	39540	54360	27.18				
1959	10/30/2013	11:10	7	KISSLER	105400	39980	65420	32.71				
1960	10/30/2013	11:20	13	KISSLER	107380	41440	65940	32.97				
1961	10/30/2013	11:31	10	KISSLER	105840	38660	67180	33.59				
1962	10/30/2013	11:31	11	KISSLER	105280	41080	64200	32.10				
1963	10/30/2013	11:49	R-59	R-TRANS	94120	39780	54340	27.17				
1964	10/30/2013	12:02	18	SULLIVAN	105780	41920	63860	31.93				
1965	10/30/2013	12:24	99	R-TRANS	103740	38740	65000	32.50				
1966	10/30/2013	13:15	43	VANZAN	105000	40440	64560	32.28				
1967	10/30/2013	13:45	007	GTE	105760	41240	64520	32.26				
1968	10/30/2013	14:15	6	KISSLER	103160	37760	65400	32.70				
1969	10/30/2013	14:32	1	MURRAY	103440	37300	66140	33.07				
1970	10/30/2013	15:37	Y-53	YELLOW	104000	40560	63440	31.72				
1971	10/30/2013	16:00	06	FISCHER	104740	41380	63360	31.68				
1972	10/30/2013	16:00	07	FISCHER	104260	41800	62460	31.23				
1973	10/31/2013	5:36	R-59	R-TRANS	94040	39780	54260	27.13				
1974	10/31/2013	5:38	K-3	KENS	102280	36220	66060	33.03				
1975	10/31/2013	5:43	106	CIMARRON	106880	41320	65560	32.78				
1976	10/31/2013	6:07	13	KISSLER	110540	41440	69100	34.55				
1977	10/31/2013	6:13	7	SHULL	121320	39460	81860	40.93				
1978	10/31/2013	6:35	25	JLK	98240	37260	60980	30.49				
1979	10/31/2013	6:43	18	SULLIVAN	107740	41920	65820	32.91				
1980	10/31/2013	9:00	12	KISSLER	106600	41940	64660	32.33				
1981	10/31/2013	9:45	4	KISSLER	104880	38500	66380	33.19				
1982	10/31/2013	11:42	6	KISSLER	104360	37760	66600	33.30				
1983	10/31/2013	11:53	06	FISCHER	101960	41380	60580	30.29				
1984	10/31/2013	11:53	07	FISCHER	106400	41800	64600	32.30				
1985	10/31/2013	12:06	5	KISSLER	106160	37900	68260	34.13				
1986	10/31/2013	12:21	007	GTE	106160	41240	64920	32.46				
1987	10/31/2013	13:20	R-59	R-TRANS	92040	39780	52260	26.13				
1988	10/31/2013	13:23	K-3	KENS	107160	36220	70940	35.47				
1989	10/31/2013	13:30	1	MURRAY	100420	37300	63120	31.56				
1990	10/31/2013	13:35	43	VANZAN	104880	40440	64440	32.22				
1991	10/31/2013	14:00	R-3	R-TRANS	88460	39540	48920	24.46				
1992	10/31/2013	14:00	R-53	R-TRANS	106940	39420	67520	33.76				
1993	10/31/2013	15:10	18	SULLIVAN	107740	41920	65820	32.91				
1994	11/1/2013	5:36	106	CIMARRON	107900	41320	66580	33.29				
1995	11/1/2013	5:40	VOS	VOS	105000	37960	67040	33.52				
1996	11/1/2013	5:53	Y-53	YELLOW	113840	40560	73280	36.64				
1997	11/1/2013	6:22	7	SHULL	117880	39460	78420	39.21				
1998	11/1/2013	6:29	5	KISSLER	110240	37900	72340	36.17				
1999	11/1/2013	6:29	06	FISCHER	116760	41380	75380	37.69				

TABLE C-5

**PL200149 (NON-HAZARDOUS SOIL TO WENATCHEE)**  
 Duwamish Sediment Other Area and Southwest Bank  
 Corrective Measure and Habitat Project  
 Boeing Plant 2  
 Seattle/Tukwila, Washington

NO.	DATE	TIME	TRUCK NO.	TRUCK CO.	GROSS WT.	TARE WT.	NET WT.	TOTAL TONS
<b>TOTAL CUMULATIVE TONS:</b>								<b>68,553.59</b>
2000	11/1/2013	6:29	07	FISCHER	103280	41800	61480	30.74
2001	11/1/2013	7:04	4	KISSLER	103440	38500	64940	32.47
2002	11/1/2013	7:04	6	KISSLER	108160	37760	70400	35.20
2003	11/1/2013	11:45	18	SULLIVAN	107720	41920	65800	32.90
2004	11/1/2013	13:35	1	MURRAY	102780	37300	65480	32.74
2005	11/4/2013	5:36	1	HUNT	104660	41180	63480	31.74
2006	11/4/2013	5:49	K-3	KENS	100180	36220	63960	31.98
2007	11/4/2013	5:53	007	GTE	106560	41240	65320	32.66
2008	11/4/2013	5:54	R-3	R-TRANS	86720	39540	47180	23.59
2009	11/4/2013	6:06	53	OUTRIDER	101320	39720	61600	30.80
2010	11/4/2013	6:06	106	CIMARRON	108240	41320	66920	33.46
2011	11/4/2013	6:17	11	KISSLER	104640	41080	63560	31.78
2012	11/4/2013	6:21	VOS	VOS	108600	37960	70640	35.32
2013	11/4/2013	6:22	99	R-TRANS	107680	38740	68940	34.47
2014	11/4/2013	6:30	Y-53	YELLOW	103780	40560	63220	31.61
2015	11/4/2013	6:34	7	SHULL	119140	39460	79680	39.84
2016	11/4/2013	9:21	18	SULLIVAN	105240	41920	63320	31.66
2017	11/4/2013	10:53	9	KISSLER	106140	41100	65040	32.52
2018	11/4/2013	11:01	13	KISSLER	110940	41440	69500	34.75
2019	11/4/2013	11:07	8	KISSLER	103140	40260	62880	31.44
2020	11/4/2013	11:24	10	KISSLER	107980	38660	69320	34.66
2021	11/4/2013	11:30	7	KISSLER	105360	39980	65380	32.69
2022	11/4/2013	11:45	12	KISSLER	105920	41940	63980	31.99
2023	11/4/2013	12:12	R-53	R-TRANS	108140	39420	68720	34.36
2024	11/4/2013	12:15	1	HUNT	108440	41180	67260	33.63
2025	11/4/2013	13:10	B2	BRANDT	110640	40840	69800	34.90
2026	11/4/2013	13:18	007	GTE	104800	41240	63560	31.78
2027	11/4/2013	13:25	R-3	R-TRANS	88040	39540	48500	24.25
2028	11/4/2013	13:51	53	OUTRIDER	109640	39720	69920	34.96
2029	11/4/2013	14:14	06	FISCHER	108600	41380	67220	33.61
2030	11/4/2013	14:14	07	FISCHER	105520	41800	63720	31.86
2031	11/4/2013	15:05	3	MURRAY	89220	33500	55720	27.86
2032	11/4/2013	15:28	99	R-TRANS	109300	38740	70560	35.28
2033	11/4/2013	15:42	Y-53	YELLOW	105520	40560	64960	32.48
2034	11/5/2013	5:35	K-3	KENS	98260	36220	62040	31.02
2035	11/5/2013	5:36	106	CIMARRON	110220	41320	68900	34.45
2036	11/5/2013	5:50	VOS	VOS	102400	37960	64440	32.22
2037	11/5/2013	5:52	18	SULLIVAN	105860	41920	63940	31.97
2038	11/5/2013	6:09	7	SHULL	114880	39460	75420	37.71
2039	11/5/2013	6:16	1	HUNT	105140	41180	63960	31.98
2040	11/5/2013	11:22	06	FISCHER	110880	41380	69500	34.75
2041	11/5/2013	11:22	07	FISCHER	104120	41800	62320	31.16
2042	11/5/2013	11:24	53	OUTRIDER	101900	39720	62180	31.09
2043	11/5/2013	12:40	B2	BRANDT	107700	40840	66860	33.43
2044	11/5/2013	13:18	3	MURRAY	92840	33500	59340	29.67
2045	11/5/2013	13:18	Y-53	YELLOW	108720	40560	68160	34.08
2046	11/5/2013	13:19	1	HUNT	109300	41180	68120	34.06
2047	11/5/2013	13:58	18	SULLIVAN	105360	41920	63440	31.72
2048	11/5/2013	13:59	007	GTE	104580	41240	63340	31.67
2049	11/5/2013	14:05	K-3	KENS	104080	36220	67860	33.93

**TABLE C-5**

**PL200149 (NON-HAZARDOUS SOIL TO WENATCHEE)**  
 Duwamish Sediment Other Area and Southwest Bank  
 Corrective Measure and Habitat Project  
 Boeing Plant 2  
 Seattle/Tukwila, Washington

NO.	DATE	TIME	TRUCK NO.	TRUCK CO.	GROSS WT.	TARE WT.	NET WT.	TOTAL TONS
<b>TOTAL CUMULATIVE TONS:</b>								<b>68,553.59</b>
2050	11/5/2013	14:50	R-3	R-TRANS	78960	39540	39420	19.71
2051	11/6/2013	5:40	106	CIMARRON	105600	41320	64280	32.14
2052	11/6/2013	5:42	53	OUTRIDER	101540	39720	61820	30.91
2053	11/6/2013	6:20	7	SHULL	108840	39460	69380	34.69
2054	11/6/2013	6:51	06	FISCHER	108440	41380	67060	33.53
2055	11/6/2013	6:51	07	FISCHER	107540	41800	65740	32.87
2056	11/6/2013	9:25	10	KISSLER	107520	38660	68860	34.43
2057	11/6/2013	11:44	1	HUNT	112320	41180	71140	35.57
2058	11/6/2013	12:03	18	SULLIVAN	107720	41920	65800	32.90
2059	11/6/2013	12:15	B2	BRANDT	105880	40840	65040	32.52
2060	11/6/2013	12:38	R-3	R-TRANS	87640	39540	48100	24.05
2061	11/6/2013	12:52	3	MURRAY	96500	33500	63000	31.50
2062	11/6/2013	12:52	Y-53	YELLOW	108620	40560	68060	34.03
2063	11/6/2013	13:30	53	OUTRIDER	107020	39720	67300	33.65
2064	11/6/2013	14:30	1	MURRAY	105380	37300	68080	34.04
2065	11/6/2013	14:40	06	FISCHER	108220	41380	66840	33.42
2066	11/6/2013	14:40	07	FISCHER	104200	41800	62400	31.20
2067	11/6/2013	15:23	11	KISSLER	102940	41080	61860	30.93
2068	11/6/2013	15:27	7	SHULL	115900	39460	76440	38.22
2069	11/7/2013	5:45	K-3	KENS	116220	36220	80000	40.00
2070	11/7/2013	6:00	18	SULLIVAN	107660	41920	65740	32.87
2071	11/7/2013	9:30	12	KISSLER	107580	41940	65640	32.82
2072	11/7/2013	10:25	6	KISSLER	108040	37760	70280	35.14
2073	11/7/2013	11:10	4	KISSLER	106860	38500	68360	34.18

Abbreviation(s)

No. = number

Wt. = weight

**TABLE C-6**

**PL200138 (CROESOTE TIMBER TO COLUMBIA RIDGE)**

Duwamish Sediment Other Area and Southwest Bank  
Corrective Measure and Habitat Project  
Boeing Plant 2  
Seattle/Tukwila, Washington

NO.	DATE	TIME	CONTAINER	TOTAL TONS
			<b>TOTAL CUMULATIVE TONS:</b>	
				<b>925.90</b>
1	5/14/2013		WM7139	3.44
2	5/14/2013		WM7169	3.41
3	5/17/2013	8:00	WM7249	4.16
4	5/17/2013	10:00	WM7034	3.76
5	5/21/2013	16:15	WM7034	2.11
6	5/22/2013	7:10	WMXU480643	10.77
7	5/22/2013	9:50	WMXU483022	15.58
8	5/22/2013	14:32	WMXU481331	21.19
9	5/23/2013	9:40	WMXU480417	20.80
10	5/23/2013	13:45	WMXU483128	29.38
11	5/24/2013	7:20	WMXU483158	25.58
13	5/24/2013	13:45	WMXU480657	20.42
14	5/28/2013	10:15	WMXU490011	21.53
15	5/28/2013	11:40	WMXU483129	24.33
16	5/28/2013		WMXU483171	24.20
17	5/29/2013	10:10	WMXU480412	28.35
18	5/29/2013	12:35	WMXU490002	29.92
19	5/30/2013	7:37	WMXU483061	24.38
20	5/30/2013	8:45	WMXU483111	26.63
21	5/31/2013	5:45	WMXU480512	22.82
22	5/31/2013	12:00	WMXU483173	21.73
23	6/3/2013	7:55	WMXU480650	20.32
24	6/4/2013	9:45	WMXU483099	21.02
25	6/6/2013	7:25	WMXU483063	27.23
26	6/6/2013	11:34	WMXU480522	25.32
27	6/7/2013	8:02	WMXU480574	26.82
28	6/7/2013	10:25	WMXU483167	14.53
29	6/10/2013	8:24	WMXU480650	17.67
30	6/10/2013	14:09	WMXU480607	15.76
31	6/11/2013	7:30	WMXU490017	17.82
32	6/11/2013	12:25	WMXU483072	22.93
33	6/12/2013	7:10	WMXU480613	18.67
34	6/12/2013	12:50	WMXU480536	21.71
35	6/13/2013	7:30	WMXU483163	19.08
36	6/13/2013	9:00	WMXU480411	23.20
37	6/13/2013	10:10	WMXU483141	28.33
38	6/13/2013	11:30	WMXU483157	22.98
39	6/13/2013	13:40	WMXU480669	28.57
40	6/13/2013		WMXU490001	26.87
41	6/14/2013	7:20	WMXU480438	19.75
42	6/14/2013	8:15	WMXU483139	23.18
43	6/14/2013	9:25	WMXU480527	21.97

**TABLE C-6**

**PL200138 (CROESOTE TIMBER TO COLUMBIA RIDGE)**

Duwamish Sediment Other Area and Southwest Bank  
Corrective Measure and Habitat Project  
Boeing Plant 2  
Seattle/Tukwila, Washington

NO.	DATE	TIME	CONTAINER	TOTAL TONS
	<b>TOTAL CUMULATIVE TONS:</b>			<b>925.90</b>
44	6/25/2013	10:30	WMXU481318	22.87
45	6/26/2013	7:55	WMXU480541	26.17
46	6/26/2013	13:30	WMXU483136	24.88
47	6/28/2013	8:05	WM7073	3.76

Abbreviation(s)

No. = number

**TABLE C-7**

**PL200151 (CREOSOTE TIMBER TO WENATCHEE)**  
Duwamish Sediment Other Area and Southwest Bank  
Corrective Measure and Habitat Project  
Boeing Plant 2  
Seattle/Tukwila, Washington

NO.	DATE	TIME	TRUCK NO.	TRUCK CO.	GROSS WT.	TARE WT.	NET WT.	TOTAL TONS					
					<b>TOTAL CUMULATIVE TONS:</b>								<b>67.09</b>
1	6/3/2013	8:51	08	SINES	54220	39400	14820	7.41					
2	6/3/2013	9:00	9	KISSLER	57620	41100	16520	8.26					
3	6/3/2013	9:10	10	KISSLER	53600	38660	14940	7.47					
4	6/3/2013	9:27	VOS	VOS	55640	37960	17680	8.84					
5	6/3/2013	9:46	06	OLTMANN	51960	38400	13560	6.78					
6	6/3/2013	10:35	3	MURRAY	41080	33500	7580	3.79					
7	6/3/2013	10:20	6	KISSLER	62240	37760	24480	12.24					
8	6/3/2013	9:58	116	FRASER	60040	35440	24600	12.30					

Abbreviation(s)

Co. = Company  
No. = number  
Wt. = weight



**TABLE C-8**

**STEEL TO SEATTLE METALS**  
 Duwamish Sediment Other Area and Southwest Bank  
 Corrective Measure and Habitat Project  
 Boeing Plant 2  
 Seattle/Tukwila, Washington

NO.	DATE	TIME	CONTAINER NO.	GROSS WT.	TARE WT.	NET WT.	TOTAL TONS			
				<b>TOTAL CUMULATIVE TONS:</b>						<b>152.20</b>
1	6/11/2013					12860	6.43			
2	6/11/2013					17230	8.62			
3	6/13/2013	12:00	632			14010	7.01			
4	6/13/2013	12:40	801			14990	7.50			
6	6/17/2013	11:23	660			13270	6.64			
7	6/17/2013	12:05	695			14660	7.33			
8	6/17/2013	12:45	632			23710	11.86			
9	6/19/2013	7:30	660			15380	7.69			
10	6/19/2013	7:55	690			16810	8.41			
11	6/19/2013	8:10	7020			17100	8.55			
12	6/20/2013	7:20	695			18060	9.03			
13	6/20/2013	7:50	660			20350	10.18			
14	7/2/2013	13:40	7020			7760	3.88			
15	7/2/2013	14:05	501			15470	7.74			
16	7/9/2013	9:10	6004			12620	6.31			
17	7/9/2013	9:35	7020			14090	7.05			
18	7/11/2013	8:30	686	48280	35810	12470	6.24			
19	7/11/2013	8:40	6004	46890	35720	11170	5.59			
20	7/18/2013	13:25	7014			9470	4.74			
21	7/18/2013	14:05	6004			12440	6.22			
22	8/19/2013	8:40	LD645	45700	35220	10480	5.24			

Abbreviation(s)

No. = number

Wt. = weight



TABLE C-9

HAZARDOUS WASTE SENT TO CWM ARLINGTON AND US ECOLOGY IDAHO

Duwamish Sediment Other Area and Southwest Bank

Corrective Measure and Habitat Project

Boeing Plant 2

Seattle/Tukwila, Washington

GENERATOR CODE	MANIFEST NO.	EPA MANIFEST NO.	PROFILE NO.	FACILITY	CONTAINER QUANTITY	CONTAINER CODE	POUNDS	PICKUP DATE	TONS
PL2	X0364	005648397FLE	PL200139	CWM ARLINGTON	1	CM	23100	31-Jan-13	11.55
PL2	X0365	005648398FLE	PL200139	CWM ARLINGTON	1	CM	30000	31-Jan-13	15.00
PL2	X0368	005648401FLE	PL200140	CWM ARLINGTON	1	CM	46180	01-Feb-13	23.09
PL2	X0369	005648402FLE	PL200140	CWM ARLINGTON	1	CM	19620	01-Feb-13	9.81
PL2	X0370	005648403FLE	PL200140	CWM ARLINGTON	1	CM	17380	01-Feb-13	8.69
PL2	X0366	005648405FLE	PL200140	CWM ARLINGTON	1	CM	31560	07-Feb-13	15.78
PL2	X0367	005648406FLE	PL200140	CWM ARLINGTON	1	CM	31040	07-Feb-13	15.52
PL2	X0457	005648410FLE	PL200140	CWM ARLINGTON	1	CM	8540	08-Feb-13	4.27
PL2	X0458	005648411FLE	PL200140	CWM ARLINGTON	1	CM	17380	08-Feb-13	8.69
PL2	X1287	005648453FLE	PL200147	CWM ARLINGTON	1	DT	67500	23-Apr-13	33.75
PL2	X1288	005648466FLE	PL200147	CWM ARLINGTON	1	DT	66560	23-Apr-13	33.28
PL2	X1289	005648467FLE	PL200147	CWM ARLINGTON	1	DT	63160	23-Apr-13	31.58
PL2	X1389	005648473FLE	PL200147	CWM ARLINGTON	1	DT	66040	03-May-13	33.02
PL2	X1390	005648474FLE	PL200147	CWM ARLINGTON	1	DT	59940	03-May-13	29.97
PL2	X1391	005648475FLE	PL200147	CWM ARLINGTON	1	DT	61180	03-May-13	30.59
PL2	X1392	005648476FLE	PL200147	CWM ARLINGTON	1	DT	62980	03-May-13	31.49
PL2	X1393	005648478FLE	PL200147	CWM ARLINGTON	1	DT	57720	03-May-13	28.86
PL2	X1394	005648479FLE	PL200147	CWM ARLINGTON	1	DT	62700	03-May-13	31.35
PL2	X1395	005648480FLE	PL200147	CWM ARLINGTON	1	DT	64580	03-May-13	32.29
PL2	X1396	005648481FLE	PL200147	CWM ARLINGTON	1	DT	65760	03-May-13	32.88
PL2	X1397	005648482FLE	PL200147	CWM ARLINGTON	1	DT	65320	03-May-13	32.66
PL2	X1426	005648483FLE	PL200147	CWM ARLINGTON	1	DT	71320	06-May-13	35.66
PL2	X1427	005648484FLE	PL200147	CWM ARLINGTON	1	DT	64320	06-May-13	32.16
PL2	X1429	005648485FLE	PL200147	CWM ARLINGTON	1	DT	62920	06-May-13	31.46
PL2	X1430	005648486FLE	PL200147	CWM ARLINGTON	1	DT	63400	06-May-13	31.70
PL2	X1431	005648487FLE	PL200147	CWM ARLINGTON	1	DT	63080	06-May-13	31.54
PL2	X1432	005648488FLE	PL200147	CWM ARLINGTON	1	DT	62860	06-May-13	31.43
PL2	X1433	005648489FLE	PL200147	CWM ARLINGTON	1	DT	62360	06-May-13	31.18
PL2	X1434	005648490FLE	PL200147	CWM ARLINGTON	1	DT	61340	06-May-13	30.67
PL2	X1435	005648491FLE	PL200147	CWM ARLINGTON	1	DT	68400	06-May-13	34.20
PL2	X1436	005648492FLE	PL200147	CWM ARLINGTON	1	DT	56600	06-May-13	28.30
PL2	X1437	005648493FLE	PL200147	CWM ARLINGTON	1	DT	64220	06-May-13	32.11
PL2	X1438	005648494FLE	PL200147	CWM ARLINGTON	1	DT	62220	06-May-13	31.11

**TABLE C-9**

**HAZARDOUS WASTE SENT TO CWM ARLINGTON AND US ECOLOGY IDAHO**

Duwamish Sediment Other Area and Southwest Bank

Corrective Measure and Habitat Project

Boeing Plant 2

Seattle/Tukwila, Washington

<b>GENERATOR CODE</b>	<b>MANIFEST NO.</b>	<b>EPA MANIFEST NO.</b>	<b>PROFILE NO.</b>	<b>FACILITY</b>	<b>CONTAINER QUANTITY</b>	<b>CONTAINER CODE</b>	<b>POUNDS</b>	<b>PICKUP DATE</b>	<b>TONS</b>
PL2	X1439	005648495FLE	PL200147	CWM ARLINGTON	1	DT	66540	06-May-13	33.27
PL2	X1443	005648496FLE	PL200147	CWM ARLINGTON	1	DT	68800	07-May-13	34.40
PL2	X1444	005648497FLE	PL200147	CWM ARLINGTON	1	DT	61620	07-May-13	30.81
PL2	X1445	005648498FLE	PL200147	CWM ARLINGTON	1	DT	64520	07-May-13	32.26
PL2	X1446	005648499FLE	PL200147	CWM ARLINGTON	1	DT	57500	07-May-13	28.75
PL2	X1447	005648500FLE	PL200147	CWM ARLINGTON	1	DT	61040	07-May-13	30.52
PL2	X1448	005648501FLE	PL200147	CWM ARLINGTON	1	DT	62880	07-May-13	31.44
PL2	X1449	005648502FLE	PL200147	CWM ARLINGTON	1	DT	66500	07-May-13	33.25
PL2	X1450	005648503FLE	PL200147	CWM ARLINGTON	1	DT	63060	07-May-13	31.53
PL2	X1451	005648504FLE	PL200147	CWM ARLINGTON	1	DT	67060	07-May-13	33.53
PL2	X1452	005648505FLE	PL200147	CWM ARLINGTON	1	DT	64520	07-May-13	32.26
PL2	X1453	005648506FLE	PL200147	CWM ARLINGTON	1	DT	63100	07-May-13	31.55
PL2	X1454	005648507FLE	PL200147	CWM ARLINGTON	1	DT	65340	07-May-13	32.67
PL2	X1455	005648508FLE	PL200147	CWM ARLINGTON	1	DT	66000	07-May-13	33.00
PL2	X1457	005648520FLE	PL200147	CWM ARLINGTON	1	DT	62700	08-May-13	31.35
PL2	X1458	005648521FLE	PL200147	CWM ARLINGTON	1	DT	65720	08-May-13	32.86
PL2	X1459	005648522FLE	PL200147	CWM ARLINGTON	1	DT	74160	08-May-13	37.08
PL2	X1460	005648523FLE	PL200147	CWM ARLINGTON	1	DT	67280	08-May-13	33.64
PL2	X1461	005648524FLE	PL200147	CWM ARLINGTON	1	DT	62760	08-May-13	31.38
PL2	X1462	005648525FLE	PL200147	CWM ARLINGTON	1	DT	63000	08-May-13	31.50
PL2	X1463	005648526FLE	PL200147	CWM ARLINGTON	1	DT	61640	08-May-13	30.82
PL2	X1464	005648527FLE	PL200147	CWM ARLINGTON	1	DT	67020	08-May-13	33.51
PL2	X1465	005648528FLE	PL200147	CWM ARLINGTON	1	DT	62320	08-May-13	31.16
PL2	X1466	005648529FLE	PL200147	CWM ARLINGTON	1	DT	63840	08-May-13	31.92
PL2	X1467	005648530FLE	PL200147	CWM ARLINGTON	1	DT	63840	08-May-13	31.92
PL2	X1468	005648531FLE	PL200147	CWM ARLINGTON	1	DT	63500	08-May-13	31.75
PL2	X1469	005648532FLE	PL200147	CWM ARLINGTON	1	DT	64580	08-May-13	32.29
PL2	X1491	005648534FLE	PL200147	CWM ARLINGTON	1	DT	66200	09-May-13	33.10
PL2	X1492	005648535FLE	PL200147	CWM ARLINGTON	1	DT	63460	09-May-13	31.73
PL2	X1493	005648536FLE	PL200147	CWM ARLINGTON	1	DT	73240	09-May-13	36.62
PL2	X1494	005648537FLE	PL200147	CWM ARLINGTON	1	DT	65500	09-May-13	32.75
PL2	X1495	005648538FLE	PL200147	CWM ARLINGTON	1	DT	63020	09-May-13	31.51
PL2	X1496	005648540FLE	PL200147	CWM ARLINGTON	1	DT	62100	09-May-13	31.05

**TABLE C-9**

**HAZARDOUS WASTE SENT TO CWM ARLINGTON AND US ECOLOGY IDAHO**

Duwamish Sediment Other Area and Southwest Bank

Corrective Measure and Habitat Project

Boeing Plant 2

Seattle/Tukwila, Washington

GENERATOR CODE	MANIFEST NO.	EPA MANIFEST NO.	PROFILE NO.	FACILITY	CONTAINER QUANTITY	CONTAINER CODE	POUNDS	PICKUP DATE	TONS
PL2	X1497	005648541FLE	PL200147	CWM ARLINGTON	1	DT	67060	09-May-13	33.53
PL2	X1498	005648542FLE	PL200147	CWM ARLINGTON	1	DT	67820	09-May-13	33.91
PL2	X1499	005648543FLE	PL200147	CWM ARLINGTON	1	DT	67940	09-May-13	33.97
PL2	X1500	005648544FLE	PL200147	CWM ARLINGTON	1	DT	63740	09-May-13	31.87
PL2	X1501	005648545FLE	PL200147	CWM ARLINGTON	1	DT	65040	09-May-13	32.52
PL2	X1502	005648546FLE	PL200147	CWM ARLINGTON	1	DT	63100	09-May-13	31.55
PL2	X1503	005648547FLE	PL200147	CWM ARLINGTON	1	DT	65520	09-May-13	32.76
PL2	X1513	005648548FLE	PL200147	US ECOLOGY IDAHO, INC	1	DT	64980	09-May-13	32.49
PL2	X1514	005648549FLE	PL200147	US ECOLOGY IDAHO, INC	1	DT	74960	09-May-13	37.48
PL2	X1530	005648510FLE	PL200147	CWM ARLINGTON	1	DT	67320	10-May-13	33.66
PL2	X1531	005648511FLE	PL200147	CWM ARLINGTON	1	DT	62800	10-May-13	31.40
PL2	X1532	005648512FLE	PL200147	CWM ARLINGTON	1	DT	67940	10-May-13	33.97
PL2	X1533	005648513FLE	PL200147	CWM ARLINGTON	1	DT	64900	10-May-13	32.45
PL2	X1534	005648514FLE	PL200147	CWM ARLINGTON	1	DT	61160	10-May-13	30.58
PL2	X1535	005648515FLE	PL200147	CWM ARLINGTON	1	DT	65520	10-May-13	32.76
PL2	X1536	005648516FLE	PL200147	CWM ARLINGTON	1	DT	63300	10-May-13	31.65
PL2	X1537	005648518FLE	PL200147	CWM ARLINGTON	1	DT	68240	10-May-13	34.12
PL2	X1538	005648550FLE	PL200147	CWM ARLINGTON	1	DT	64140	10-May-13	32.07
PL2	X1539	005648551FLE	PL200147	CWM ARLINGTON	1	DT	64580	10-May-13	32.29
PL2	X1540	005648552FLE	PL200147	CWM ARLINGTON	1	DT	64340	10-May-13	32.17
PL2	X1541	005648553FLE	PL200147	CWM ARLINGTON	1	DT	61520	10-May-13	30.76
PL2	X1559	005648555FLE	PL200147	CWM ARLINGTON	1	DT	64320	13-May-13	32.16
PL2	X1560	005648556FLE	PL200147	CWM ARLINGTON	1	DT	59860	13-May-13	29.93
PL2	X1561	005648557FLE	PL200147	CWM ARLINGTON	1	DT	66480	13-May-13	33.24
PL2	X1562	005648558FLE	PL200147	CWM ARLINGTON	1	DT	69760	13-May-13	34.88
PL2	X1563	005648559FLE	PL200147	CWM ARLINGTON	1	DT	64200	13-May-13	32.10
PL2	X1564	005648560FLE	PL200147	CWM ARLINGTON	1	DT	62320	13-May-13	31.16
PL2	X1565	005648561FLE	PL200147	CWM ARLINGTON	1	DT	68900	13-May-13	34.45
PL2	X1566	005648562FLE	PL200147	CWM ARLINGTON	1	DT	64360	13-May-13	32.18
PL2	X1567	005648563FLE	PL200147	CWM ARLINGTON	1	DT	64240	13-May-13	32.12
PL2	X1568	005648564FLE	PL200147	CWM ARLINGTON	1	DT	63380	13-May-13	31.69
PL2	X1569	005648565FLE	PL200147	CWM ARLINGTON	1	DT	61940	13-May-13	30.97
PL2	X1570	005648566FLE	PL200147	CWM ARLINGTON	1	DT	66420	13-May-13	33.21

**TABLE C-9**

**HAZARDOUS WASTE SENT TO CWM ARLINGTON AND US ECOLOGY IDAHO**

Duwamish Sediment Other Area and Southwest Bank

Corrective Measure and Habitat Project

Boeing Plant 2

Seattle/Tukwila, Washington

GENERATOR CODE	MANIFEST NO.	EPA MANIFEST NO.	PROFILE NO.	FACILITY	CONTAINER QUANTITY	CONTAINER CODE	POUNDS	PICKUP DATE	TONS
PL2	X1571	005648567FLE	PL200147	CWM ARLINGTON	1	DT	63180	13-May-13	31.59
PL2	X1720	005648629FLE	PL200147	US ECOLOGY IDAHO, INC	1	DT	61060	13-May-13	30.53
PL2	X1587	005648575FLE	PL200147	CWM ARLINGTON	1	DT	66540	14-May-13	33.27
PL2	X1588	005648576FLE	PL200147	CWM ARLINGTON	1	DT	62520	14-May-13	31.26
PL2	X1589	005648577FLE	PL200147	CWM ARLINGTON	1	DT	64560	14-May-13	32.28
PL2	X1590	005648578FLE	PL200147	CWM ARLINGTON	1	DT	65560	14-May-13	32.78
PL2	X1591	005648579FLE	PL200147	CWM ARLINGTON	1	DT	63800	14-May-13	31.90
PL2	X1592	005648580FLE	PL200147	CWM ARLINGTON	1	DT	66200	14-May-13	33.10
PL2	X1593	005648581FLE	PL200147	CWM ARLINGTON	1	DT	61540	14-May-13	30.77
PL2	X1594	005648582FLE	PL200147	CWM ARLINGTON	1	DT	65040	14-May-13	32.52
PL2	X1595	005648583FLE	PL200147	CWM ARLINGTON	1	DT	69540	14-May-13	34.77
PL2	X1596	005648584FLE	PL200147	CWM ARLINGTON	1	DT	65720	14-May-13	32.86
PL2	X1597	005648585FLE	PL200147	CWM ARLINGTON	1	DT	65880	14-May-13	32.94
PL2	X1598	005648591FLE	PL200147	CWM ARLINGTON	1	DT	66780	14-May-13	33.39
PL2	X1599	005648592FLE	PL200147	CWM ARLINGTON	1	DT	63640	14-May-13	31.82
PL2	X1616	005648593FLE	PL200147	CWM ARLINGTON	1	DT	65700	15-May-13	32.85
PL2	X1617	005648594FLE	PL200147	CWM ARLINGTON	1	DT	61640	15-May-13	30.82
PL2	X1618	005648595FLE	PL200147	CWM ARLINGTON	1	DT	64020	15-May-13	32.01
PL2	X1619	005648596FLE	PL200147	CWM ARLINGTON	1	DT	63600	15-May-13	31.80
PL2	X1620	005648597FLE	PL200147	CWM ARLINGTON	1	DT	62320	15-May-13	31.16
PL2	X1621	005648598FLE	PL200147	CWM ARLINGTON	1	DT	61560	15-May-13	30.78
PL2	X1622	005648599FLE	PL200147	CWM ARLINGTON	1	DT	66940	15-May-13	33.47
PL2	X1623	005648600FLE	PL200147	CWM ARLINGTON	1	DT	67180	15-May-13	33.59
PL2	X1624	005648601FLE	PL200147	CWM ARLINGTON	1	DT	67060	15-May-13	33.53
PL2	X1625	005648602FLE	PL200147	CWM ARLINGTON	1	DT	64440	15-May-13	32.22
PL2	X1626	005648603FLE	PL200147	CWM ARLINGTON	1	DT	63140	15-May-13	31.57
PL2	X1627	005648604FLE	PL200147	CWM ARLINGTON	1	DT	66420	15-May-13	33.21
PL2	X1628	005648605FLE	PL200147	CWM ARLINGTON	1	DT	65200	15-May-13	32.60
PL2	X1630	005648607FLE	PL200147	CWM ARLINGTON	1	DT	67000	16-May-13	33.50
PL2	X1631	005648608FLE	PL200147	CWM ARLINGTON	1	DT	61120	16-May-13	30.56
PL2	X1632	005648609FLE	PL200147	CWM ARLINGTON	1	DT	64220	16-May-13	32.11
PL2	X1633	005648610FLE	PL200147	CWM ARLINGTON	1	DT	63040	16-May-13	31.52
PL2	X1634	005648611FLE	PL200147	CWM ARLINGTON	1	DT	66900	16-May-13	33.45

**TABLE C-9**

**HAZARDOUS WASTE SENT TO CWM ARLINGTON AND US ECOLOGY IDAHO**

Duwamish Sediment Other Area and Southwest Bank

Corrective Measure and Habitat Project

Boeing Plant 2

Seattle/Tukwila, Washington

GENERATOR CODE	MANIFEST NO.	EPA MANIFEST NO.	PROFILE NO.	FACILITY	CONTAINER QUANTITY	CONTAINER CODE	POUNDS	PICKUP DATE	TONS
PL2	X1635	005648612FLE	PL200147	CWM ARLINGTON	1	DT	63140	16-May-13	31.57
PL2	X1636	005648613FLE	PL200147	CWM ARLINGTON	1	DT	64440	16-May-13	32.22
PL2	X1637	005648614FLE	PL200147	CWM ARLINGTON	1	DT	65260	16-May-13	32.63
PL2	X1638	005648615FLE	PL200147	CWM ARLINGTON	1	DT	67080	16-May-13	33.54
PL2	X1639	005648616FLE	PL200147	CWM ARLINGTON	1	DT	64560	16-May-13	32.28
PL2	X1640	005648617FLE	PL200147	CWM ARLINGTON	1	DT	65120	16-May-13	32.56
PL2	X1641	005648618FLE	PL200147	CWM ARLINGTON	1	DT	64600	16-May-13	32.30
PL2	X1721	005648630FLE	PL200147	US ECOLOGY IDAHO, INC	1	DT	62320	16-May-13	31.16
PL2	X1722	005648631FLE	PL200147	US ECOLOGY IDAHO, INC	1	DT	63740	16-May-13	31.87
PL2	X1723	005648632FLE	PL200147	US ECOLOGY IDAHO, INC	1	DT	68240	16-May-13	34.12
PL2	X1724	005648633FLE	PL200147	US ECOLOGY IDAHO, INC	1	DT	61440	16-May-13	30.72
PL2	X1676	005648620FLE	PL200147	CWM ARLINGTON	1	DT	65560	17-May-13	32.78
PL2	X1677	005648621FLE	PL200147	CWM ARLINGTON	1	DT	62560	17-May-13	31.28
PL2	X1678	005648622FLE	PL200147	CWM ARLINGTON	1	DT	63680	17-May-13	31.84
PL2	X1679	005648623FLE	PL200147	CWM ARLINGTON	1	DT	66660	17-May-13	33.33
PL2	X1680	005648624FLE	PL200147	CWM ARLINGTON	1	DT	60500	17-May-13	30.25
PL2	X1681	005648625FLE	PL200147	CWM ARLINGTON	1	DT	65860	17-May-13	32.93
PL2	X1682	005648626FLE	PL200147	CWM ARLINGTON	1	DT	65780	17-May-13	32.89
PL2	X1683	005648627FLE	PL200147	CWM ARLINGTON	1	DT	65720	17-May-13	32.86
PL2	X1684	005648628FLE	PL200147	CWM ARLINGTON	1	DT	65100	17-May-13	32.55
PL2	X1742	005648634FLE	PL200147	CWM ARLINGTON	1	DT	61200	22-May-13	30.60
PL2	X1743	005648635FLE	PL200147	CWM ARLINGTON	1	DT	67260	22-May-13	33.63
PL2	X1744	005648636FLE	PL200147	CWM ARLINGTON	1	DT	65780	22-May-13	32.89
PL2	X1745	005648637FLE	PL200147	CWM ARLINGTON	1	DT	65920	22-May-13	32.96
PL2	X1746	005648638FLE	PL200147	CWM ARLINGTON	1	DT	64880	22-May-13	32.44
PL2	X1747	005648639FLE	PL200147	CWM ARLINGTON	1	DT	64460	22-May-13	32.23
PL2	X1748	005648640FLE	PL200147	CWM ARLINGTON	1	DT	68040	22-May-13	34.02
PL2	X1749	005648641FLE	PL200147	CWM ARLINGTON	1	DT	66940	22-May-13	33.47
PL2	X1750	005648642FLE	PL200147	CWM ARLINGTON	1	DT	65000	22-May-13	32.50
PL2	X1751	005648643FLE	PL200147	CWM ARLINGTON	1	DT	63040	22-May-13	31.52
PL2	X1752	005648644FLE	PL200147	CWM ARLINGTON	1	DT	64360	22-May-13	32.18
PL2	X1753	005648645FLE	PL200147	CWM ARLINGTON	1	DT	65260	22-May-13	32.63
PL2	X1755	005648646FLE	PL200147	CWM ARLINGTON	1	DT	68140	22-May-13	34.07

**TABLE C-9**

**HAZARDOUS WASTE SENT TO CWM ARLINGTON AND US ECOLOGY IDAHO**

Duwamish Sediment Other Area and Southwest Bank

Corrective Measure and Habitat Project

Boeing Plant 2

Seattle/Tukwila, Washington

GENERATOR CODE	MANIFEST NO.	EPA MANIFEST NO.	PROFILE NO.	FACILITY	CONTAINER QUANTITY	CONTAINER CODE	POUNDS	PICKUP DATE	TONS
PL2	X1852	005648649FLE	PL200147	CWM ARLINGTON	1	DT	60540	29-May-13	30.27
PL2	X1853	005648650FLE	PL200147	CWM ARLINGTON	1	DT	64060	29-May-13	32.03
PL2	X1854	005648651FLE	PL200147	CWM ARLINGTON	1	DT	66680	29-May-13	33.34
PL2	X1891	005648669FLE	PL200147	CWM ARLINGTON	1	DT	64460	04-Jun-13	32.23
PL2	X1892	005648670FLE	PL200147	CWM ARLINGTON	1	DT	64840	04-Jun-13	32.42
PL2	X1893	005648671FLE	PL200147	CWM ARLINGTON	1	DT	59100	04-Jun-13	29.55
PL2	X1920	005648674FLE	PL200147	CWM ARLINGTON	1	DT	61700	05-Jun-13	30.85
PL2	X1921	005648675FLE	PL200147	CWM ARLINGTON	1	DT	62600	05-Jun-13	31.30
PL2	X1922	005648676FLE	PL200147	CWM ARLINGTON	1	DT	65340	05-Jun-13	32.67
PL2	X1923	005648677FLE	PL200147	CWM ARLINGTON	1	DT	62940	05-Jun-13	31.47
PL2	X1924	005648678FLE	PL200147	CWM ARLINGTON	1	DT	70460	05-Jun-13	35.23
PL2	X1925	005648679FLE	PL200147	CWM ARLINGTON	1	DT	67180	05-Jun-13	33.59
PL2	X1926	005648680FLE	PL200147	CWM ARLINGTON	1	DT	64600	05-Jun-13	32.30
PL2	X1927	005648681FLE	PL200147	CWM ARLINGTON	1	DT	64240	05-Jun-13	32.12
PL2	X2258	005648746FLE	PL200147	CWM ARLINGTON	1	DT	66620	10-Jul-13	33.31
PL2	X2259	005648747FLE	PL200147	CWM ARLINGTON	1	DT	68280	10-Jul-13	34.14
PL2	X2260	005648748FLE	PL200147	CWM ARLINGTON	1	DT	66880	10-Jul-13	33.44
PL2	X2261	005648749FLE	PL200147	CWM ARLINGTON	1	DT	65580	10-Jul-13	32.79
PL2	X2262	005648750FLE	PL200147	CWM ARLINGTON	1	DT	64720	10-Jul-13	32.36
PL2	X2263	005648751FLE	PL200147	CWM ARLINGTON	1	DT	61100	10-Jul-13	30.55
PL2	X2264	005648752FLE	PL200147	CWM ARLINGTON	1	DT	64980	11-Jul-13	32.49
PL2	X2265	005648753FLE	PL200147	CWM ARLINGTON	1	DT	63280	11-Jul-13	31.64
PL2	X2266	005648754FLE	PL200147	CWM ARLINGTON	1	DT	71220	11-Jul-13	35.61
PL2	X2267	005648755FLE	PL200147	CWM ARLINGTON	1	DT	63800	11-Jul-13	31.90
PL2	X2268	005648757FLE	PL200147	CWM ARLINGTON	1	DT	67380	11-Jul-13	33.69
PL2	X2269	005648758FLE	PL200147	CWM ARLINGTON	1	DT	64800	11-Jul-13	32.40
PL2	X2294	005648759FLE	PL200147	CWM ARLINGTON	1	DT	66020	12-Jul-13	33.01
PL2	X2295	005648760FLE	PL200147	CWM ARLINGTON	1	DT	66580	12-Jul-13	33.29
PL2	X2296	005648767FLE	PL200147	CWM ARLINGTON	1	DT	63640	12-Jul-13	31.82
PL2	X2297	005648768FLE	PL200147	CWM ARLINGTON	1	DT	63080	12-Jul-13	31.54
PL2	X2298	005648769FLE	PL200147	CWM ARLINGTON	1	DT	58660	12-Jul-13	29.33
PL2	X2299	005648770FLE	PL200147	CWM ARLINGTON	1	DT	68480	12-Jul-13	34.24
PL2	X2369	005648774FLE	PL200147	CWM ARLINGTON	1	DT	73800	18-Jul-13	36.90

**TABLE C-9**

**HAZARDOUS WASTE SENT TO CWM ARLINGTON AND US ECOLOGY IDAHO**

Duwamish Sediment Other Area and Southwest Bank

Corrective Measure and Habitat Project

Boeing Plant 2

Seattle/Tukwila, Washington

GENERATOR CODE	MANIFEST NO.	EPA MANIFEST NO.	PROFILE NO.	FACILITY	CONTAINER QUANTITY	CONTAINER CODE	POUNDS	PICKUP DATE	TONS
PL2	X2370	005648775FLE	PL200147	CWM ARLINGTON	1	DT	65340	18-Jul-13	32.67
PL2	X2371	005648776FLE	PL200147	CWM ARLINGTON	1	DT	65280	18-Jul-13	32.64
PL2	X2372	005648777FLE	PL200147	CWM ARLINGTON	1	DT	63960	18-Jul-13	31.98
PL2	X2373	005648778FLE	PL200147	CWM ARLINGTON	1	DT	66800	18-Jul-13	33.40
PL2	X2793	005648809FLE	PL200147	CWM ARLINGTON	1	DT	61980	12-Aug-13	30.99
PL2	X2794	005648810FLE	PL200147	CWM ARLINGTON	1	DT	61000	12-Aug-13	30.50
PL2	X2795	005648811FLE	PL200147	CWM ARLINGTON	1	DT	65980	12-Aug-13	32.99
PL2	X2796	005648812FLE	PL200147	CWM ARLINGTON	1	DT	64420	12-Aug-13	32.21
PL2	X2797	005648814FLE	PL200147	CWM ARLINGTON	1	DT	66000	12-Aug-13	33.00
PL2	X2798	005648815FLE	PL200147	CWM ARLINGTON	1	DT	70080	12-Aug-13	35.04
PL2	X2830	005648816FLE	PL200147	CWM ARLINGTON	1	DT	68860	13-Aug-13	34.43
PL2	X2831	005648817FLE	PL200147	CWM ARLINGTON	1	DT	62540	13-Aug-13	31.27
PL2	X2832	005648818FLE	PL200147	CWM ARLINGTON	1	DT	62960	13-Aug-13	31.48
PL2	X2833	005648822FLE	PL200147	CWM ARLINGTON	1	DT	66680	13-Aug-13	33.34
PL2	X2834	005648823FLE	PL200147	CWM ARLINGTON	1	DT	65800	13-Aug-13	32.90
PL2	X2835	005648828FLE	PL200147	CWM ARLINGTON	1	DT	64080	14-Aug-13	32.04
PL2	X2861	005648829FLE	PL200147	CWM ARLINGTON	1	DT	62780	14-Aug-13	31.39
PL2	X2862	005648830FLE	PL200147	CWM ARLINGTON	1	DT	66160	14-Aug-13	33.08
PL2	X2863	005648831FLE	PL200147	CWM ARLINGTON	1	DT	63640	14-Aug-13	31.82
PL2	X2864	005648832FLE	PL200147	CWM ARLINGTON	1	DT	63560	14-Aug-13	31.78
PL2	X2970	006160605FLE	PL200147	CWM ARLINGTON	1	DT	65520	19-Aug-13	32.76
PL2	X2971	006160606FLE	PL200147	CWM ARLINGTON	1	DT	65680	19-Aug-13	32.84
PL2	X2972	006160607FLE	PL200147	CWM ARLINGTON	1	DT	64140	19-Aug-13	32.07
PL2	X2973	006160608FLE	PL200147	CWM ARLINGTON	1	DT	67900	19-Aug-13	33.95
PL2	X2974	006160609FLE	PL200147	CWM ARLINGTON	1	DT	61600	19-Aug-13	30.80
PL2	X3002	006160617FLE	PL200147	CWM ARLINGTON	1	DT	66960	20-Aug-13	33.48
PL2	X3003	006160618FLE	PL200147	CWM ARLINGTON	1	DT	68820	20-Aug-13	34.41
PL2	X3004	006160619FLE	PL200147	CWM ARLINGTON	1	DT	65260	20-Aug-13	32.63
PL2	X3005	006160620FLE	PL200147	CWM ARLINGTON	1	DT	66760	20-Aug-13	33.38
PL2	X3006	006160621FLE	PL200147	CWM ARLINGTON	1	DT	66620	20-Aug-13	33.31
PL2	X3115	006160643FLE	PL200147	CWM ARLINGTON	1	DT	67380	29-Aug-13	33.69
PL2	X3116	006160644FLE	PL200147	CWM ARLINGTON	1	DT	65880	29-Aug-13	32.94
PL2	X3190	006160652FLE	PL200147	CWM ARLINGTON	1	DT	65000	30-Aug-13	32.50

TABLE C-9

## HAZARDOUS WASTE SENT TO CWM ARLINGTON AND US ECOLOGY IDAHO

Duwamish Sediment Other Area and Southwest Bank

Corrective Measure and Habitat Project

Boeing Plant 2

Seattle/Tukwila, Washington

GENERATOR CODE	MANIFEST NO.	EPA MANIFEST NO.	PROFILE NO.	FACILITY	CONTAINER QUANTITY	CONTAINER CODE	POUNDS	PICKUP DATE	TONS
PL2	X3191	006160653FLE	PL200147	CWM ARLINGTON	1	DT	63960	30-Aug-13	31.98
PL2	X3192	006160654FLE	PL200147	CWM ARLINGTON	1	DT	65200	30-Aug-13	32.60
PL2	X3193	006160655FLE	PL200147	CWM ARLINGTON	1	DT	65120	30-Aug-13	32.56
PL2	X3194	006160656FLE	PL200147	CWM ARLINGTON	1	DT	62720	30-Aug-13	31.36
PL2	X3206	006160657FLE	PL200147	CWM ARLINGTON	1	DT	65860	03-Sep-13	32.93
PL2	X3207	006160658FLE	PL200147	CWM ARLINGTON	1	DT	66940	03-Sep-13	33.47
PL2	X3208	006160659FLE	PL200147	CWM ARLINGTON	1	DT	66380	03-Sep-13	33.19
PL2	X3209	006160660FLE	PL200147	CWM ARLINGTON	1	DT	64940	03-Sep-13	32.47
PL2	X3210	006160661FLE	PL200147	CWM ARLINGTON	1	DT	64960	03-Sep-13	32.48
PL2	X3256	006160680FLE	PL200147	CWM ARLINGTON	1	DT	66720	04-Sep-13	33.36
PL2	X3257	006160679FLE	PL200147	CWM ARLINGTON	1	DT	63380	04-Sep-13	31.69
PL2	X3258	006160681FLE	PL200147	CWM ARLINGTON	1	DT	68680	04-Sep-13	34.34
PL2	X3259	006160682FLE	PL200147	CWM ARLINGTON	1	DT	66640	04-Sep-13	33.32
PL2	X3288	006160683FLE	PL200147	CWM ARLINGTON	1	DT	65440	06-Sep-13	32.72
PL2	X3289	006160684FLE	PL200147	CWM ARLINGTON	1	DT	66020	06-Sep-13	33.01
PL2	X3290	006160685FLE	PL200147	CWM ARLINGTON	1	DT	64560	06-Sep-13	32.28
PL2	X3291	006160686FLE	PL200147	CWM ARLINGTON	1	DT	65980	06-Sep-13	32.99
PL2	X3292	006160687FLE	PL200147	CWM ARLINGTON	1	DT	62480	06-Sep-13	31.24
PL2	X3296	006160688FLE	PL200147	CWM ARLINGTON	1	DT	67960	09-Sep-13	33.98
PL2	X3297	006160689FLE	PL200147	CWM ARLINGTON	1	DT	69720	09-Sep-13	34.86
PL2	X3298	006160690FLE	PL200147	CWM ARLINGTON	1	DT	61640	09-Sep-13	30.82
PL2	X3299	006160691FLE	PL200147	CWM ARLINGTON	1	DT	67540	09-Sep-13	33.77
PL2	X3300	006160692FLE	PL200147	CWM ARLINGTON	1	DT	64000	09-Sep-13	32.00
PL2	X3374	006160694FLE	PL200147	CWM ARLINGTON	1	DT	63720	12-Sep-13	31.86
PL2	X3375	006160695FLE	PL200147	CWM ARLINGTON	1	DT	63240	12-Sep-13	31.62
PL2	X3376	006160696FLE	PL200147	CWM ARLINGTON	1	DT	66820	12-Sep-13	33.41
PL2	X3377	006160697FLE	PL200147	CWM ARLINGTON	1	DT	64120	12-Sep-13	32.06
PL2	X3378	006160698FLE	PL200147	CWM ARLINGTON	1	DT	66660	12-Sep-13	33.33
PL2	X3409	006160699FLE	PL200147	CWM ARLINGTON	1	DT	66940	13-Sep-13	33.47
PL2	X3111	006160640FLE	PL200152	CWM ARLINGTON	1	DT	61519	28-Aug-13	30.76
PL2	X3112	006160641FLE	PL200152	CWM ARLINGTON	1	DT	71178	28-Aug-13	35.59
PL2	X3113	006160642FLE	PL200152	CWM ARLINGTON	1	DT	64879	28-Aug-13	32.44
PL2	X3518	006160709FLE	PL200154	CWM ARLINGTON	1	DT	65180	25-Sep-13	32.59

TABLE C-9

## HAZARDOUS WASTE SENT TO CWM ARLINGTON AND US ECOLOGY IDAHO

Duwamish Sediment Other Area and Southwest Bank

Corrective Measure and Habitat Project

Boeing Plant 2

Seattle/Tukwila, Washington

GENERATOR CODE	MANIFEST NO.	EPA MANIFEST NO.	PROFILE NO.	FACILITY	CONTAINER QUANTITY	CONTAINER CODE	POUNDS	PICKUP DATE	TONS
PL2	X0950	005648435FLE	RXN00066	CWM ARLINGTON	1	CM	6861	21-Mar-13	3.43
PL2	X1875	005648667FLE	RXN00066	CWM ARLINGTON	1	DT	66198	03-Jun-13	33.10
PL2	X1877	005648668FLE	RXN00066	CWM ARLINGTON	1	DT	63700	04-Jun-13	31.85
PL2	X1904	005648673FLE	RXN00066	CWM ARLINGTON	1	CM	32741	04-Jun-13	16.37
PL2	X1918	005648682FLE	RXN00066	CWM ARLINGTON	1	CM	29301	06-Jun-13	14.65
PL2	X1919	005648683FLE	RXN00066	CWM ARLINGTON	1	CM	36321	06-Jun-13	18.16
PL2	X1963	005648685FLE	RXN00066	CWM ARLINGTON	1	DT	67179	10-Jun-13	33.59
PL2	X1989	005648687FLE	RXN00066	CWM ARLINGTON	1	DT	62359	14-Jun-13	31.18
PL2	X2109	005648706FLE	RXN00066	CWM ARLINGTON	1	DT	59839	25-Jun-13	29.92
PL2	X2110	005648707FLE	RXN00066	CWM ARLINGTON	1	DT	66140	25-Jun-13	33.07
PL2	X2111	005648708FLE	RXN00066	CWM ARLINGTON	1	DT	69859	25-Jun-13	34.93
PL2	X2112	005648709FLE	RXN00066	CWM ARLINGTON	1	DT	62919	25-Jun-13	31.46
PL2	X2113	005648710FLE	RXN00066	CWM ARLINGTON	1	DT	62919	25-Jun-13	31.46
PL2	X2114	005648717FLE	RXN00066	CWM ARLINGTON	1	DT	65860	25-Jun-13	32.93
PL2	X2115	005648711FLE	RXN00066	CWM ARLINGTON	1	DT	59524	26-Jun-13	29.76
PL2	X2116	005648712FLE	RXN00066	CWM ARLINGTON	1	DT	68060	26-Jun-13	34.03
PL2	X2117	005648713FLE	RXN00066	CWM ARLINGTON	1	DT	62619	26-Jun-13	31.31
PL2	X2118	005648714FLE	RXN00066	CWM ARLINGTON	1	DT	64961	26-Jun-13	32.48
PL2	X2119	005648715FLE	RXN00066	CWM ARLINGTON	1	DT	62520	26-Jun-13	31.26
PL2	X2120	005648716FLE	RXN00066	CWM ARLINGTON	1	DT	66440	26-Jun-13	33.22
PL2	X2141	005648719FLE	RXN00066	CWM ARLINGTON	1	DT	65600	27-Jun-13	32.80
PL2	X2142	005648725FLE	RXN00066	CWM ARLINGTON	1	DT	64740	27-Jun-13	32.37
PL2	X2143	005648721FLE	RXN00066	CWM ARLINGTON	1	DT	69200	27-Jun-13	34.60
PL2	X2144	005648722FLE	RXN00066	CWM ARLINGTON	1	DT	66861	27-Jun-13	33.43
PL2	X2145	005648723FLE	RXN00066	CWM ARLINGTON	1	DT	68001	27-Jun-13	34.00
PL2	X2146	005648724FLE	RXN00066	CWM ARLINGTON	1	DT	59524	27-Jun-13	29.76
PL2	X2107	005648718FLE	RXN00066	CWM ARLINGTON	1	CM	20240	27-Jun-13	10.12
PL2	X2162	005648726FLE	RXN00066	CWM ARLINGTON	1	DT	59919	01-Jul-13	29.96
PL2	X2163	005648727FLE	RXN00066	CWM ARLINGTON	1	DT	63539	01-Jul-13	31.77
PL2	X2164	005648728FLE	RXN00066	CWM ARLINGTON	1	DT	67719	01-Jul-13	33.86
PL2	X2165	005648729FLE	RXN00066	CWM ARLINGTON	1	DT	62020	01-Jul-13	31.01
PL2	X2166	005648730FLE	RXN00066	CWM ARLINGTON	1	DT	58559	01-Jul-13	29.28
PL2	X2167	005648731FLE	RXN00066	CWM ARLINGTON	1	DT	65280	01-Jul-13	32.64

**TABLE C-9**

**HAZARDOUS WASTE SENT TO CWM ARLINGTON AND US ECOLOGY IDAHO**

Duwamish Sediment Other Area and Southwest Bank

Corrective Measure and Habitat Project

Boeing Plant 2

Seattle/Tukwila, Washington

GENERATOR CODE	MANIFEST NO.	EPA MANIFEST NO.	PROFILE NO.	FACILITY	CONTAINER QUANTITY	CONTAINER CODE	POUNDS	PICKUP DATE	TONS
PL2	X2187	005648734FLE	RXN00066	CWM ARLINGTON	1	DT	64939	02-Jul-13	32.47
PL2	X2188	005648735FLE	RXN00066	CWM ARLINGTON	1	DT	67498	02-Jul-13	33.75
PL2	X2189	005648736FLE	RXN00066	CWM ARLINGTON	1	DT	62159	02-Jul-13	31.08
PL2	X2190	005648737FLE	RXN00066	CWM ARLINGTON	1	DT	65219	02-Jul-13	32.61
PL2	X2191	005648738FLE	RXN00066	CWM ARLINGTON	1	DT	68219	02-Jul-13	34.11
PL2	X2192	005648739FLE	RXN00066	CWM ARLINGTON	1	DT	63620	02-Jul-13	31.81
PL2	X2225	005648740FLE	RXN00066	CWM ARLINGTON	1	DT	59138	03-Jul-13	29.57
PL2	X2226	005648741FLE	RXN00066	CWM ARLINGTON	1	DT	67079	03-Jul-13	33.54
PL2	X2227	005648742FLE	RXN00066	CWM ARLINGTON	1	DT	65860	03-Jul-13	32.93
PL2	X2229	005648744FLE	RXN00066	CWM ARLINGTON	1	DT	66839	03-Jul-13	33.42
PL2	X2230	005648745FLE	RXN00066	CWM ARLINGTON	1	DT	63459	03-Jul-13	31.73
PL2	X2365	005648771FLE	RXN00066	CWM ARLINGTON	1	DT	67298	17-Jul-13	33.65
PL2	X2366	005648772FLE	RXN00066	CWM ARLINGTON	1	DT	62780	17-Jul-13	31.39
PL2	X2367	005648773FLE	RXN00066	CWM ARLINGTON	1	DT	67000	17-Jul-13	33.50
PL2	X2865	005648833FLE	RXN00066	CWM ARLINGTON	1	DT	63539	14-Aug-13	31.77
PL2	X3007	006160622FLE	RXN00066	CWM ARLINGTON	1	DT	58318	20-Aug-13	29.16
PL2	X3008	006160623FLE	RXN00066	CWM ARLINGTON	1	DT	65918	20-Aug-13	32.96

Abbreviation(s)

CWM = Chemical Waste Management

No. = number

**TABLE C-10**

**PL200146 (NON-HAZARDOUS SPENT CARBON LOADS SENT TO WENATCHEE)**

Duwamish Sediment Other Area and Southwest Bank  
Corrective Measure and Habitat Project  
Boeing Plant 2

Seattle/Tukwila, Washington

NO.	DATE	TIME	TRUCK CO.	TONS
1	3/19/2013	9:55:38 AM	r transport	10.27
2	3/20/2013	3:54:38 PM	MPE	9.16
3	6/14/2013	9:58:14 AM	MPE	4.93
4	12/12/2013	8:43:44 AM	r transport	2.74
5	12/19/2013	9:16:00 AM	r transport	6.3
6	4/3/2014	10:47:32 AM	r transport	14.15
<b>Total</b>				<b>47.55</b>

Abbreviation(s)

Co. = Company

No. = number



**TABLE C-11**

**109978OR (DREDGE WATER RETURN SOLIDS)**  
Duwamish Sediment Other Area and Southwest Bank  
Corrective Measure and Habitat Project  
Boeing Plant 2  
Seattle/Tukwila, Washington

NO.	DATE	TIME	CONTAINER NO.	TOTAL TONS
1	2/1/2013		7165	10.26
2	2/1/2013		7111	9.30
3	2/1/2013		7128	11.75
4	2/11/2013		7116	12.65
5	2/11/2013		7306	14.81
6	2/14/2013		8532	11.76
7	2/14/2013		7115	15.06
8	2/28/2013		34364	34.80
9	3/1/2013		7111	13.21
10	3/1/2013		7249	14.81
11	3/25/2013		5637	6.64
12	4/4/2013		5441	6.42
13	4/4/2013		5637	11.74
14	4/11/2013		5453	7.92
15	4/17/2013		7177	11.96
16	4/20/2013		480606	27.52
17	4/20/2013		483037	26.28
18	4/20/2013		483068	25.23
19	4/20/2013		480598	9.76
20	5/2/2013		7116	2.71
21	7/1/2013		5637	4.69
22	7/26/2013		5452	0.90
23	8/16/2013		7034	11.36
			<b>Total</b>	<b>301.54</b>

Abbreviation(s)

No. = number



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## **APPENDIX D**

### Water Quality Monitoring Results

## Boeing Plant 2 Water Quality Monitoring

**Sampling Date:** 5/8/2013

**Time Period:** 1:30 PM to 2:15 PM

**Activity:** North Shoreline Area: Intensive Monitoring — Flood Tide

**Comments:** Excavated area covered with filter fabric prior to inundation.

**Notes:** WQ Monitoring conducted under Order #9623.  
Corps Reference # NWS-2011-0384-SO.

### Near-Surface Samples

Parameter	Downstream Near Surface				Upstream Near Surface			
	150 ft	Ambient	300 ft	Ambient	150 ft	Ambient	300 ft	Ambient
Time	—	—	—	—	13:55	14:03	—	—
Depth (ft)	—	—	—	—	2	2	—	—
Turb. (NTU)	—	—	—	—	4.2	3.6	—	—
Temp. (°C)	—	—	—	—	11.34	11.91	—	—
DO (mg/L)	—	—	—	—	10.88	10.64	—	—
pH (units)	—	—	—	—	7.02	7.05	—	—
Sal. (ppt)	—	—	—	—	1.74	0.66	—	—
Sample ID	—	—	—	—	—	—	—	—

### Near-Bottom Samples

Parameter	Downstream Near Bottom				Upstream Near Bottom			
	150 ft	Ambient	300 ft	Ambient	150 ft	Ambient	300 ft	Ambient
Time	—	—	—	—	13:57	14:05	—	—
Depth (ft)	—	—	—	—	5	5	—	—
Turb. (NTU)	—	—	—	—	4.4	4.7	—	—
Temp. (°C)	—	—	—	—	11.21	11.32	—	—
DO (mg/L)	—	—	—	—	10.84	10.92	—	—
pH (units)	—	—	—	—	7.07	7.16	—	—
Sal. (ppt)	—	—	—	—	2.77	1.1	—	—
Sample ID	—	—	—	—	—	—	—	—

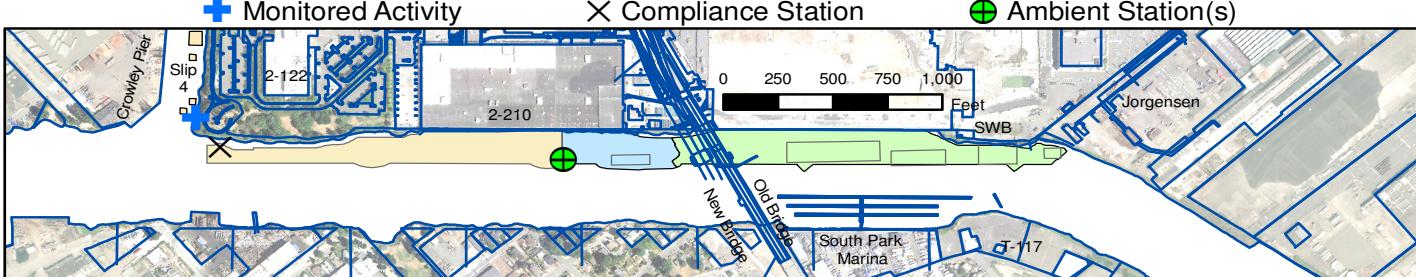
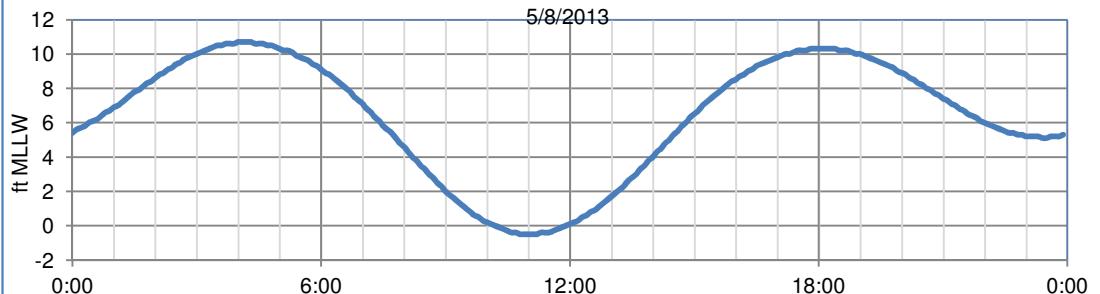
\* = Value reflects confirmed result or parameters measured during water sample collection

### Daily Tides

4:10 AM	10.7 H
11:02 AM	-0.5 L
6:06 PM	10.3 H
11:24 PM	5.1 L

Sunrise 5:41a  
Sunset 8:31p

### Tide Curve



## Data Entry

Date

Start Time:

## USFW Monitoring

Time 800 ft Ambient

--	--	--

Activity

End Time:

Monitoring Level

Tide Cycle:

Parameter	Downstream Near Surface							
	Initial 150 ft	Confirm 150 ft	Ambient	Exceeds Trigger Value	Initial 300 ft	Confirm 300 ft	Ambient	Exceeds Trigger Value
Time								
Depth (ft)								
Turb. (NTU)								—
Temp. (°C)								—
DO (mg/L)								—
pH (Units)								—
Sal. (ppt)								—
Sample ID								

Analyze  Submitted

Submitted

Parameter	Downstream Near Bottom							
	Initial 150 ft	Confirm 150 ft	Ambient	Exceeds Trigger Value	Initial 300 ft	Confirm 300 ft	Ambient	Exceeds Trigger Value
Time								
Depth (ft)								
Turb. (NTU)				—				—
Temp. (°C)				—				—
DO (mg/L)				—				—
pH (Units)				—				—
Sal. (ppt)				—				—
Sample ID								

Analyze  Submitted

Submitted

Upstream Near Surface							
Initial 150 ft	Confirm 150 ft	Ambient	Exceeds Trigger Value	Initial 300 ft	Confirm 300 ft	Ambient	Exceeds Trigger Value
13:55		14:03					
2		2					
4.2		3.6					—
11.34		11.91					—
10.88		10.64					—
7.02		7.05					—
1.74		0.66					—

Submitted

Submitted

Parameter	Upstream Near Bottom							
	Initial 150 ft	Confirm 150 ft	Ambient	Trigger value	Initial 300 ft	Confirm 300 ft	Ambient	Exceeds Trigger Value
Time				14:05				
Depth (ft)				5				
Turb. (NTU)				4.7	9.7			—
Temp. (°C)				11.32	12.61			—
DO (mg/L)				10.92	≤ 6 mg/L			—
pH (Units)				7.16	< 7.0 or >7.66			—
Sal. (ppt)				1.1				—
Sample ID								

Submitted

Submitted

## Boeing Plant 2 Water Quality Monitoring

**Sampling Date:** 5/9/2013

**Time Period:** 1:30 PM to 2:30 PM

**Activity:** North Shoreline Area: Intensive Monitoring — Flood Tide

**Comments:** Shoreline bank area covered with fabric.

**Notes:** WQ Monitoring conducted under Order #9623.  
Corps Reference # NWS-2011-0384-SO.

### Near-Surface Samples

Parameter	Downstream Near Surface				Upstream Near Surface			
	150 ft	Ambient	300 ft	Ambient	150 ft	Ambient	300 ft	Ambient
Time	—	—	—	—	13:55	14:15	—	—
Depth (ft)	—	—	—	—	2	2	—	—
Turb. (NTU)	—	—	—	—	4.6	4.6	—	—
Temp. (°C)	—	—	—	—	11.08	11.14	—	—
DO (mg/L)	—	—	—	—	11.08	11.09	—	—
pH (units)	—	—	—	—	7.15	7.27	—	—
Sal. (ppt)	—	—	—	—	0.89	0.79	—	—
Sample ID	—	—	—	—	—	—	—	—

### Near-Bottom Samples

Parameter	Downstream Near Bottom				Upstream Near Bottom			
	150 ft	Ambient	300 ft	Ambient	150 ft	Ambient	300 ft	Ambient
Time	—	—	—	—	13:59	14:16	—	—
Depth (ft)	—	—	—	—	8.6	8.6	—	—
Turb. (NTU)	—	—	—	—	5	4.8	—	—
Temp. (°C)	—	—	—	—	10.64	10.49	—	—
DO (mg/L)	—	—	—	—	11.19	10.98	—	—
pH (units)	—	—	—	—	7.22	7.22	—	—
Sal. (ppt)	—	—	—	—	1.37	2.23	—	—
Sample ID	—	—	—	—	—	—	—	—

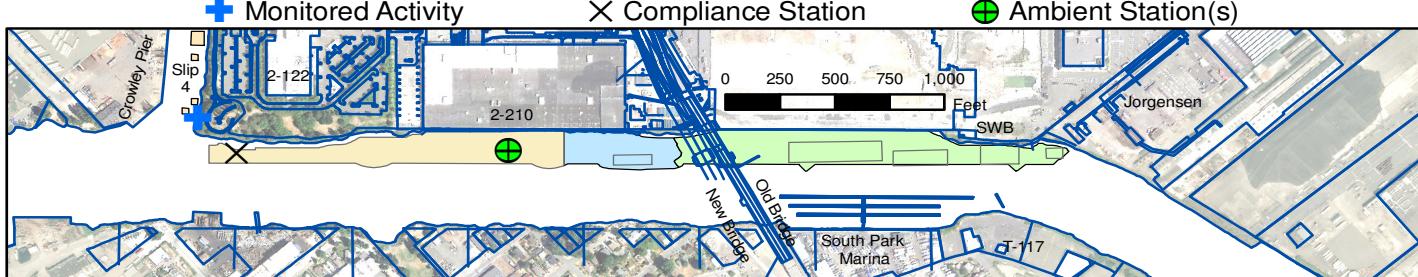
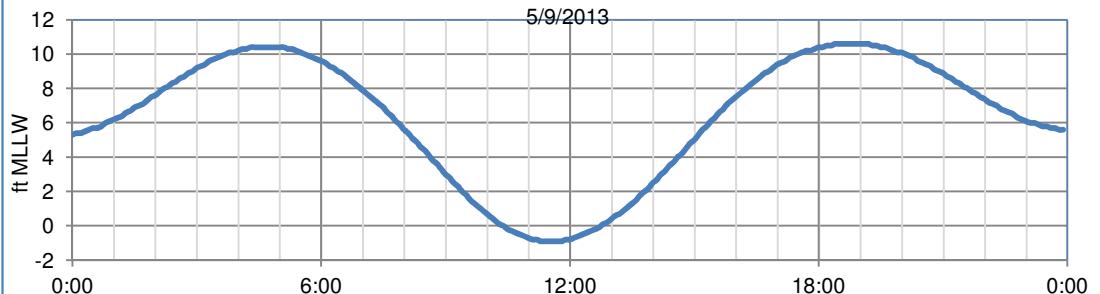
\* = Value reflects confirmed result or parameters measured during water sample collection

### Daily Tides

4:41 AM	10.4 H
11:34 AM	-0.9 L
6:47 PM	10.6 H
12:00 AM	

Sunrise	5:40a
Sunset	8:33p

### Tide Curve



## Data Entry

Date

Start Time:

## USFW Monitoring

Time	800 ft	Ambient
<input type="text"/>	<input type="text"/>	<input type="text"/>

Activity

End Time:

bank area covered with fabric.

Monitoring Level

Tide Cycle:

Surface Samples	Downstream Near Surface							
	Parameter	Initial 150 ft	Confirm 150 ft	Ambient	Exceeds Trigger Value	Initial 300 ft	Confirm 300 ft	Ambient
Time								
Depth (ft)								
Turb. (NTU)								—
Temp. (°C)								—
DO (mg/L)								—
pH (Units)								—
Sal. (ppt)								—
Sample ID								

Analyze  Submitted

Submitted

Subsurface Samples	Downstream Near Bottom							
	Parameter	Initial 150 ft	Confirm 150 ft	Ambient	Exceeds Trigger Value	Initial 300 ft	Confirm 300 ft	Ambient
Time								
Depth (ft)								
Turb. (NTU)					—			—
Temp. (°C)					—			—
DO (mg/L)					—			—
pH (Units)					—			—
Sal. (ppt)					—			—
Sample ID					—			—

Analyze  Submitted

Submitted

Upstream Near Surface							
Initial 150 ft	Confirm 150 ft	Ambient	Exceeds Trigger Value	Initial 300 ft	Confirm 300 ft	Ambient	Exceeds Trigger Value
13:55		14:15					
2		2					
4.6		4.6					
11.08		11.14					
11.08		11.09					
7.15		7.27					
0.89		0.79					

Submitted

Submitted

Upstream Near Bottom							
Initial 150 ft	Confirm 150 ft	Ambient	Trigger value	Initial 300 ft	Confirm 300 ft	Ambient	Exceeds Trigger Value
13:59		14:16					
8.6		8.6					
5		4.8	9.8				
10.64		10.49	11.90				
11.19		10.98	≤ 6 mg/L				
7.22		7.22	< 7.0 or >7.72				
1.37		2.23					

Submitted

Submitted

## Boeing Plant 2 Water Quality Monitoring

**Sampling Date:** 5/10/2013

**Time Period:** 3:15 PM to 4:00 PM

**Activity:** North Shoreline Area: Intensive Monitoring — Flood Tide

**Comments:**

**Notes:** WQ Monitoring conducted under Order #9623.  
Corps Reference # NWS-2011-0384-SO.

### Near-Surface Samples

Parameter	Downstream Near Surface				Upstream Near Surface			
	150 ft	Ambient	300 ft	Ambient	150 ft	Ambient	300 ft	Ambient
Time	—	—	—	—	15:24	15:37	—	—
Depth (ft)	—	—	—	—	2	2	—	—
Turb. (NTU)	—	—	—	—	3.9	3.9	—	—
Temp. (°C)	—	—	—	—	13.04	13.19	—	—
DO (mg/L)	—	—	—	—	10.86	11.05	—	—
pH (units)	—	—	—	—	7.2	7.39	—	—
Sal. (ppt)	—	—	—	—	1	0.84	—	—
Sample ID	—	—	—	—	—	—	—	—

### Near-Bottom Samples

Parameter	Downstream Near Bottom				Upstream Near Bottom			
	150 ft	Ambient	300 ft	Ambient	150 ft	Ambient	300 ft	Ambient
Time	—	—	—	—	15:27	15:47	—	—
Depth (ft)	—	—	—	—	4.9	5	—	—
Turb. (NTU)	—	—	—	—	4.1	4.6	—	—
Temp. (°C)	—	—	—	—	12.43	12.23	—	—
DO (mg/L)	—	—	—	—	11.18	10.95	—	—
pH (units)	—	—	—	—	7.21	7.46	—	—
Sal. (ppt)	—	—	—	—	1.42	1.54	—	—
Sample ID	—	—	—	—	—	—	—	—

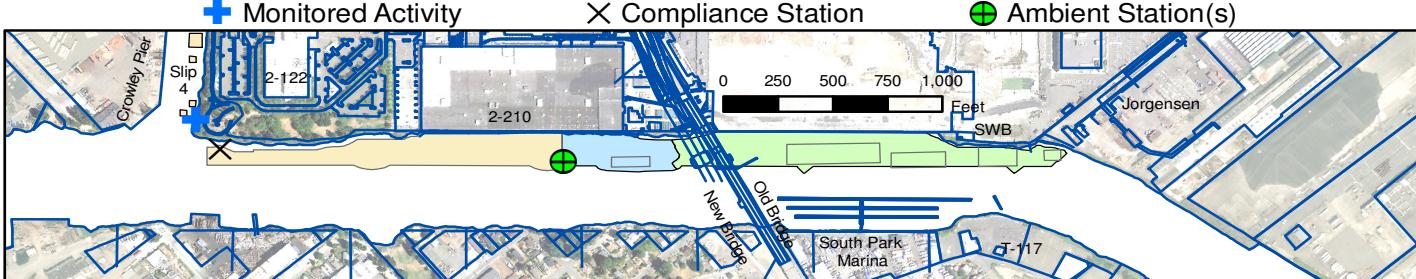
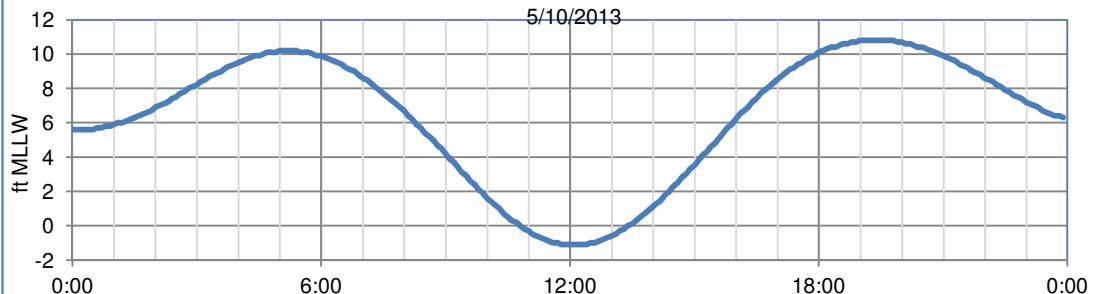
\* = Value reflects confirmed result or parameters measured during water sample collection

### Daily Tides

12:08 AM	5.6 L
5:12 AM	10.2 H
12:05 PM	-1.1 L
7:24 PM	10.8 H

Sunrise 5:38a  
Sunset 8:34p

### Tide Curve



## Data Entry

Date

Start Time:  ▾

Activity North Shoreline Area ▾

End Time:  ▾

Monitoring Level Intensive Monitoring ▾

Tide Cycle: Flood Tide ▾

## USFW Monitoring

Time	800 ft	Ambient
<input type="text"/>	<input type="text"/>	<input type="text"/>

Surface Samples	Downstream Near Surface							
	Parameter	Initial 150 ft	Confirm 150 ft	Ambient	Exceeds Trigger Value	Initial 300 ft	Confirm 300 ft	Ambient
Time								
Depth (ft)								
Turb. (NTU)				5				—
Temp. (°C)				-6.00				—
DO (mg/L)				≤ 6 mg/L				—
pH (Units)				< 7.0 or >0.5				—
Sal. (ppt)								
Sample ID								

Analyze  Submitted

Submitted

Upstream Near Surface							
Initial 150 ft	Confirm 150 ft	Ambient	Exceeds Trigger Value	Initial 300 ft	Confirm 300 ft	Ambient	Exceeds Trigger Value
15:24		15:37					
2		2					
3.9		3.9	8.9				—
13.04		13.19	14.26				—
10.86		11.05	≤ 6 mg/L				—
7.2		7.39	< 7.0 or >7.89				—
1		0.84					

Submitted

Submitted

Subsurface Samples	Downstream Near Bottom							
	Parameter	Initial 150 ft	Confirm 150 ft	Ambient	Exceeds Trigger Value	Initial 300 ft	Confirm 300 ft	Ambient
Time								
Depth (ft)								
Turb. (NTU)				—				—
Temp. (°C)				—				—
DO (mg/L)				—				—
pH (Units)				—				—
Sal. (ppt)								
Sample ID								

Analyze  Submitted

Submitted

Upstream Near Bottom							
Initial 150 ft	Confirm 150 ft	Ambient	Trigger value	Initial 300 ft	Confirm 300 ft	Ambient	Exceeds Trigger Value
15:27		15:47					
4.9		5					
4.1		4.6	9.6				—
12.43		12.23	13.40				—
11.18		10.95	≤ 6 mg/L				—
7.21		7.46	< 7.0 or >7.96				—
1.42		1.54					

Submitted

Submitted

## Boeing Plant 2 Water Quality Monitoring

**Sampling Date:** 5/11/2013

**Time Period:** 3:30 PM to 4:15 PM

**Activity:** North Shoreline Area: Intensive Monitoring — Flood Tide

**Comments:** Embayment mouth excavated and open to tide.

**Notes:** WQ Monitoring conducted under Order #9623.  
Corps Reference # NWS-2011-0384-SO.

### Near-Surface Samples

Parameter	Downstream Near Surface				Upstream Near Surface			
	150 ft	Ambient	300 ft	Ambient	150 ft	Ambient	300 ft	Ambient
Time	—	—	—	—	15:43	15:54	—	—
Depth (ft)	—	—	—	—	2	2	—	—
Turb. (NTU)	—	—	—	—	3.4	4.3	—	—
Temp. (°C)	—	—	—	—	13.99	13.36	—	—
DO (mg/L)	—	—	—	—	10.63	10.64	—	—
pH (units)	—	—	—	—	7.3	7.37	—	—
Sal. (ppt)	—	—	—	—	0.97	0.88	—	—
Sample ID	—	—	—	—	—	—	—	—

### Near-Bottom Samples

Parameter	Downstream Near Bottom				Upstream Near Bottom			
	150 ft	Ambient	300 ft	Ambient	150 ft	Ambient	300 ft	Ambient
Time	—	—	—	—	15:46	15:57	—	—
Depth (ft)	—	—	—	—	6	6	—	—
Turb. (NTU)	—	—	—	—	4.1	4.7	—	—
Temp. (°C)	—	—	—	—	12.69	12.7	—	—
DO (mg/L)	—	—	—	—	11.02	10.61	—	—
pH (units)	—	—	—	—	7.26	7.31	—	—
Sal. (ppt)	—	—	—	—	1.77	1.99	—	—
Sample ID	—	—	—	—	—	—	—	—

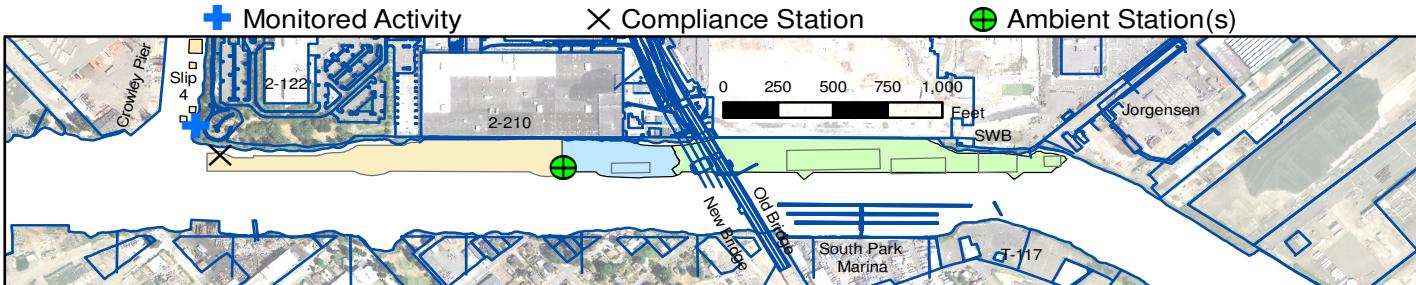
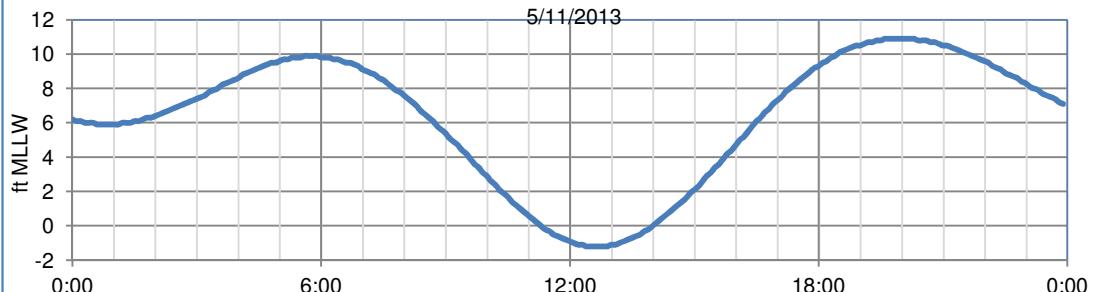
\* = Value reflects confirmed result or parameters measured during water sample collection

### Daily Tides

12:51 AM	5.9 L
5:46 AM	9.9 H
12:38 PM	-1.2 L
7:58 PM	10.9 H

Sunrise	5:37a
Sunset	8:35p

### Tide Curve



## Data Entry

Date

Start Time:

## USFW Monitoring

Time 800 ft Ambient

--	--	--

Activity

End Time:

Monitoring Level

Tide Cycle:

Surface Samples	Downstream Near Surface							
	Parameter	Initial 150 ft	Confirm 150 ft	Ambient	Exceeds Trigger Value	Initial 300 ft	Confirm 300 ft	Ambient
Time								
Depth (ft)								
Turb. (NTU)				5				—
Temp. (°C)				-6.00				—
DO (mg/L)				≤ 6 mg/L				—
pH (Units)				< 7.0 or >0.5				—
Sal. (ppt)								
Sample ID								

Analyze  Submitted

Submitted

Upstream Near Surface							
Initial 150 ft	Confirm 150 ft	Ambient	Exceeds Trigger Value	Initial 300 ft	Confirm 300 ft	Ambient	Exceeds Trigger Value
15:43		15:54					
2		2					
3.4		4.3	9.3				—
13.99		13.36	14.42				—
10.63		10.64	≤ 6 mg/L				—
7.3		7.37	< 7.0 or >7.87				—
0.97		0.88					

Submitted

Submitted

Subsurface Samples	Downstream Near Bottom							
	Parameter	Initial 150 ft	Confirm 150 ft	Ambient	Exceeds Trigger Value	Initial 300 ft	Confirm 300 ft	Ambient
Time								
Depth (ft)								
Turb. (NTU)				—				—
Temp. (°C)				—				—
DO (mg/L)				—				—
pH (Units)				—				—
Sal. (ppt)								
Sample ID								

Analyze  Submitted

Submitted

Upstream Near Bottom							
Initial 150 ft	Confirm 150 ft	Ambient	Trigger value	Initial 300 ft	Confirm 300 ft	Ambient	Exceeds Trigger Value
15:46		15:57					
6		6					
4.1		4.7	9.7				—
12.69		12.7	13.82				—
11.02		10.61	≤ 6 mg/L				—
7.26		7.31	< 7.0 or >7.81				—
1.77		1.99					

Submitted

Submitted

## Boeing Plant 2 Water Quality Monitoring

**Sampling Date:** 5/12/2013

**Time Period:** 4:30 PM to 5:30 PM

**Activity:** North Shoreline Area: Intensive Monitoring — Flood Tide

**Comments:**

**Notes:** WQ Monitoring conducted under Order #9623.  
Corps Reference # NWS-2011-0384-SO.

### Near-Surface Samples

Parameter	Downstream Near Surface				Upstream Near Surface			
	150 ft	Ambient	300 ft	Ambient	150 ft	Ambient	300 ft	Ambient
Time	—	—	—	—	16:31	17:10	—	—
Depth (ft)	—	—	—	—	2	2	—	—
Turb. (NTU)	—	—	—	—	5.1	3.7	—	—
Temp. (°C)	—	—	—	—	12.83	13.53	—	—
DO (mg/L)	—	—	—	—	10.55	10.6	—	—
pH (units)	—	—	—	—	7.35	7.46	—	—
Sal. (ppt)	—	—	—	—	1.1	0.77	—	—
Sample ID	—	—	—	—	—	—	—	—

### Near-Bottom Samples

Parameter	Downstream Near Bottom				Upstream Near Bottom			
	150 ft	Ambient	300 ft	Ambient	150 ft	Ambient	300 ft	Ambient
Time	—	—	—	—	16:57	17:19	—	—
Depth (ft)	—	—	—	—	4.9	4.9	—	—
Turb. (NTU)	—	—	—	—	4.5	4.2	—	—
Temp. (°C)	—	—	—	—	12.86	12.66	—	—
DO (mg/L)	—	—	—	—	10.76	10.52	—	—
pH (units)	—	—	—	—	7.42	7.42	—	—
Sal. (ppt)	—	—	—	—	1.6	1.35	—	—
Sample ID	—	—	—	—	—	—	—	—

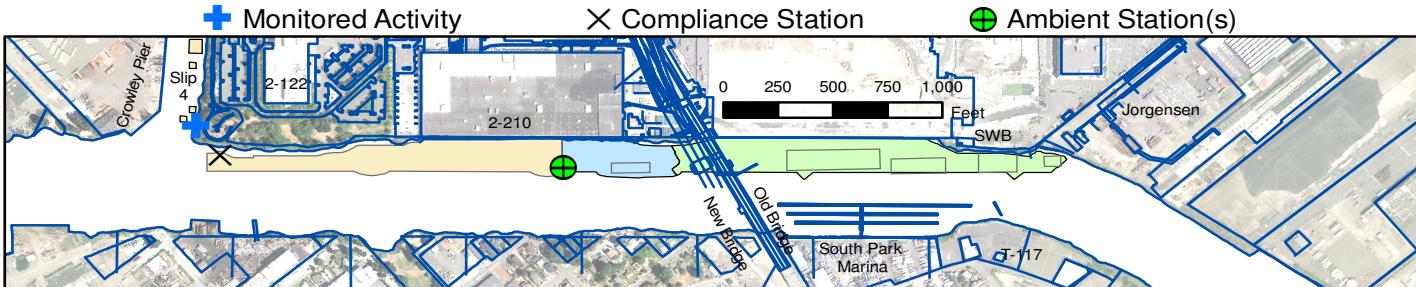
\* = Value reflects confirmed result or parameters measured during water sample collection

### Daily Tides

1:33 AM	6.1 L
6:21 AM	9.5 H
1:13 PM	-1.1 L
8:33 PM	10.9 H

Sunrise 5:36a  
Sunset 8:37p

### Tide Curve



## Data Entry

Date

Start Time:

## USFW Monitoring

Time 800 ft Ambient

--	--	--

Activity

End Time:

Monitoring Level

Tide Cycle:

Surface Samples	Downstream Near Surface								
	Parameter	Initial 150 ft	Confirm 150 ft	Ambient	Exceeds Trigger Value	Initial 300 ft	Confirm 300 ft	Ambient	Exceeds Trigger Value
Time									
Depth (ft)									
Turb. (NTU)				5				—	
Temp. (°C)				-6.00				—	
DO (mg/L)				≤ 6 mg/L				—	
pH (Units)				< 7.0 or >0.5				—	
Sal. (ppt)									
Sample ID									

Analyze  Submitted

Submitted

Upstream Near Surface							
Initial 150 ft	Confirm 150 ft	Ambient	Exceeds Trigger Value	Initial 300 ft	Confirm 300 ft	Ambient	Exceeds Trigger Value
16:31		17:10					
2		2					
5.1		3.7	8.7				—
12.83		13.53	14.57				—
10.55		10.6	≤ 6 mg/L				—
7.35		7.46	< 7.0 or >7.96				—
1.1		0.77					

Submitted

Submitted

Subsurface Samples	Downstream Near Bottom								
	Parameter	Initial 150 ft	Confirm 150 ft	Ambient	Exceeds Trigger Value	Initial 300 ft	Confirm 300 ft	Ambient	Exceeds Trigger Value
Time									
Depth (ft)									
Turb. (NTU)				—				—	
Temp. (°C)				—				—	
DO (mg/L)				—				—	
pH (Units)				—				—	
Sal. (ppt)									
Sample ID									

Analyze  Submitted

Submitted

Upstream Near Bottom							
Initial 150 ft	Confirm 150 ft	Ambient	Trigger value	Initial 300 ft	Confirm 300 ft	Ambient	Exceeds Trigger Value
16:57		17:19					
4.9		4.9					
4.5		4.2	9.2				—
12.86		12.66	13.79				—
10.76		10.52	≤ 6 mg/L				—
7.42		7.42	< 7.0 or >7.92				—
1.6		1.35					

Submitted

Submitted

## Boeing Plant 2 Water Quality Monitoring

**Sampling Date:** 5/13/2013

**Time Period:** 4:45 PM to 5:15 PM

**Activity:** North Shoreline Area: Intensive Monitoring — Flood Tide

**Comments:**

**Notes:** WQ Monitoring conducted under Order #9623.  
Corps Reference # NWS-2011-0384-SO.

### Near-Surface Samples

Parameter	Downstream Near Surface				Upstream Near Surface			
	150 ft	Ambient	300 ft	Ambient	150 ft	Ambient	300 ft	Ambient
Time	—	—	—	—	16:49	16:59	—	—
Depth (ft)	—	—	—	—	2	2	—	—
Turb. (NTU)	—	—	—	—	3.7	4.3	—	—
Temp. (°C)	—	—	—	—	12.19	12.25	—	—
DO (mg/L)	—	—	—	—	10.72	10.72	—	—
pH (units)	—	—	—	—	7.45	7.69	—	—
Sal. (ppt)	—	—	—	—	0.73	0.68	—	—
Sample ID	—	—	—	—	—	—	—	—

### Near-Bottom Samples

Parameter	Downstream Near Bottom				Upstream Near Bottom			
	150 ft	Ambient	300 ft	Ambient	150 ft	Ambient	300 ft	Ambient
Time	—	—	—	—	16:51	17:02	—	—
Depth (ft)	—	—	—	—	5	5	—	—
Turb. (NTU)	—	—	—	—	4.2	4.2	—	—
Temp. (°C)	—	—	—	—	12.02	12.3	—	—
DO (mg/L)	—	—	—	—	10.68	10.65	—	—
pH (units)	—	—	—	—	7.78	7.57	—	—
Sal. (ppt)	—	—	—	—	1.1	0.77	—	—
Sample ID	—	—	—	—	—	—	—	—

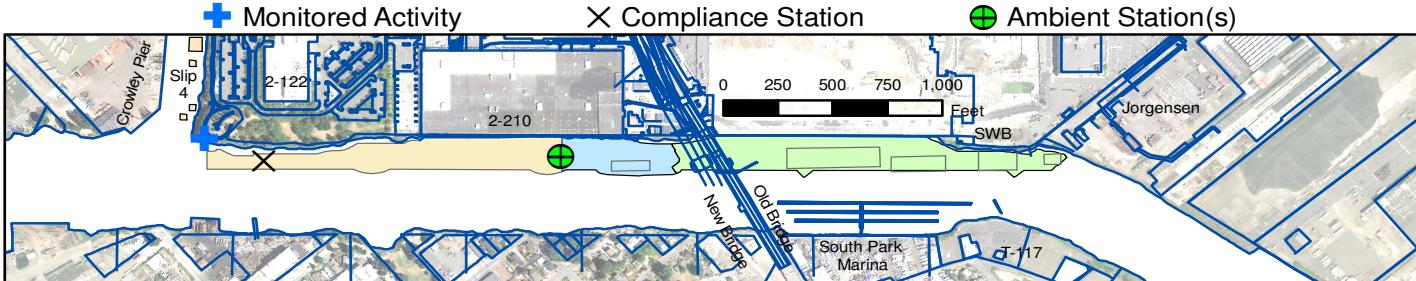
\* = Value reflects confirmed result or parameters measured during water sample collection

### Daily Tides

2:16 AM	6.2 L
7:00 AM	9.1 H
1:50 PM	-0.9 L
9:10 PM	10.9 H

Sunrise	5:34a
Sunset	8:38p

### Tide Curve



## Data Entry

Date

Start Time: 16:45

Activity North Shoreline Area

End Time: 17:15

Monitoring Level Intensive Monitoring

Tide Cycle: Flood Tide

## USFW Monitoring

Time	800 ft	Ambient
<input type="text"/>	<input type="text"/>	<input type="text"/>

Surface Samples	Downstream Near Surface							
	Parameter	Initial 150 ft	Confirm 150 ft	Ambient	Exceeds Trigger Value	Initial 300 ft	Confirm 300 ft	Ambient
Time								
Depth (ft)								
Turb. (NTU)				5				—
Temp. (°C)				—6.00				—
DO (mg/L)				≤ 6 mg/L				—
pH (Units)				< 7.0 or >0.5				—
Sal. (ppt)								
Sample ID								

Analyze  Submitted

Submitted

Subsurface Samples	Downstream Near Bottom							
	Parameter	Initial 150 ft	Confirm 150 ft	Ambient	Exceeds Trigger Value	Initial 300 ft	Confirm 300 ft	Ambient
Time								
Depth (ft)								
Turb. (NTU)				—				—
Temp. (°C)				—				—
DO (mg/L)				—				—
pH (Units)				—				—
Sal. (ppt)								
Sample ID								

Analyze  Submitted

Submitted

Upstream Near Surface							
Initial 150 ft	Confirm 150 ft	Ambient	Exceeds Trigger Value	Initial 300 ft	Confirm 300 ft	Ambient	Exceeds Trigger Value
16:49		16:59					
2		2					
3.7		4.3	9.3				—
12.19		12.25	13.42				—
10.72		10.72	≤ 6 mg/L				—
7.45		7.69	<7.19 and >8.19				—
0.73		0.68					

Submitted

Submitted

Upstream Near Bottom							
Initial 150 ft	Confirm 150 ft	Ambient	Trigger value	Initial 300 ft	Confirm 300 ft	Ambient	Exceeds Trigger Value
16:51		17:02					
5		5					
4.2		4.2	9.2				—
12.02		12.3	13.47				—
10.68		10.65	≤ 6 mg/L				—
7.78		7.57	<7.07 and >8.07				—
1.1		0.77					

Submitted

Submitted

## Boeing Plant 2 Water Quality Monitoring

**Sampling Date:** 5/24/2013

**Time Period:** 2:00 PM to 2:45 PM

**Activity:** North Shoreline Area: Intensive Monitoring — Flood Tide

**Comments:**

**Notes:** WQ Monitoring conducted under Order #9623.  
Corps Reference # NWS-2011-0384-SO.

### Near-Surface Samples

Parameter	Downstream Near Surface				Upstream Near Surface			
	150 ft	Ambient	300 ft	Ambient	150 ft	Ambient	300 ft	Ambient
Time	0	0	0	0	14:18	14:23	0	0
Depth (ft)	0	0	0	0	—	2	0	0
Turb. (NTU)	0	0	0	0	—	4.7	0	0
Temp. (°C)	0	0	0	0	11.54	11.6	0	0
DO (mg/L)	0	0	0	0	10.06	10.46	0	0
pH (units)	0	0	0	0	7.12	7.24	0	0
Sal. (ppt)	0	0	0	0	2.99	2.74	0	0
Sample ID	—	—	—	—	—	—	—	—

### Near-Bottom Samples

Parameter	Downstream Near Bottom				Upstream Near Bottom			
	150 ft	Ambient	300 ft	Ambient	150 ft	Ambient	300 ft	Ambient
Time	—	—	—	—	14:20	14:25	—	—
Depth (ft)	—	—	—	—	—	5	—	—
Turb. (NTU)	—	—	—	—	—	6.1	4.9	—
Temp. (°C)	—	—	—	—	11.08	11.28	—	—
DO (mg/L)	—	—	—	—	—	9.96	10.15	—
pH (units)	—	—	—	—	—	7.05	7.14	—
Sal. (ppt)	—	—	—	—	—	5.51	3.99	—
Sample ID	—	—	—	—	—	—	—	—

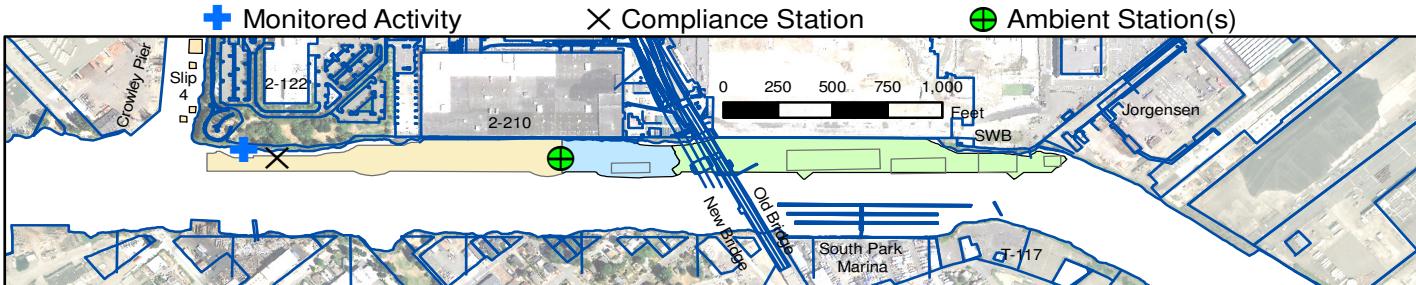
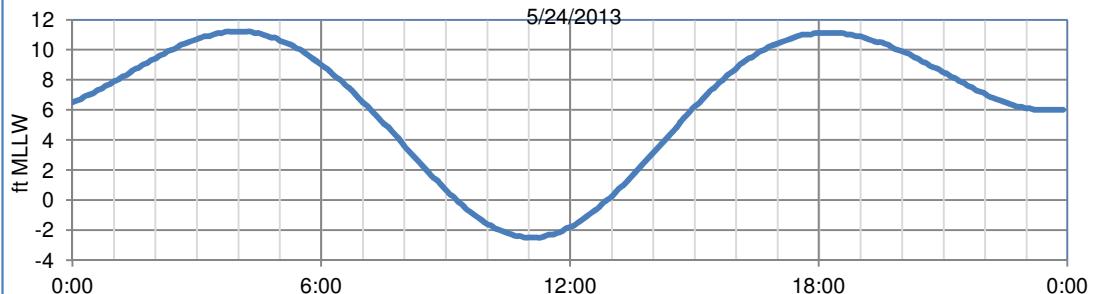
\* = Value reflects confirmed result or parameters measured during water sample collection

### Daily Tides

4:00 AM	11.2 H
11:04 AM	-2.5 L
6:12 PM	11.1 H
11:32 PM	6 L

Sunrise	5:22a
Sunset	8:51p

### Tide Curve



## Data Entry

Date

Start Time:  ▾

USFW Monitoring

Time 800 ft Ambient

Activity North Shoreline Area ▾

End Time:  ▾

Monitoring Level Intensive Monitoring ▾

Tide Cycle:  ▾

Parameter	Downstream Near Surface							
	Initial 150 ft	Confirm 150 ft	Ambient	Exceeds Trigger Value	Initial 300 ft	Confirm 300 ft	Ambient	Exceeds Trigger Value
Time								
Depth (ft)								
Turb. (NTU)				5				—
Temp. (° C)					-6.00			—
DO (mg/L)					≤ 6 mg/L			—
pH (Units)					< 7.0 or >0.5			—
Sal. (ppt)								
Sample ID								

Analyze  Submitted

Submitted

Parameter	Downstream Near Bottom							
	Initial 150 ft	Confirm 150 ft	Ambient	Exceeds Trigger Value	Initial 300 ft	Confirm 300 ft	Ambient	Exceeds Trigger Value
Time								
Depth (ft)								
Turb. (NTU)				—				—
Temp. (° C)				—				—
DO (mg/L)				—				—
pH (Units)				—				—
Sal. (ppt)								
Sample ID								

Analyze  Submitted

Submitted

Upstream Near Surface							
Initial 150 ft	Confirm 150 ft	Ambient	Exceeds Trigger Value	Initial 300 ft	Confirm 300 ft	Ambient	Exceeds Trigger Value
14:18		14:23					
2		2					
4.7		4.5	9.5				—
11.54		11.6	12.85				—
10.06		10.46	≤ 6 mg/L				—
7.12		7.24	< 7.0 or >7.74				—
2.99		2.74					

Submitted

Submitted

Parameter	Subsurface Samples							
	Initial 150 ft	Confirm 150 ft	Ambient	Exceeds Trigger Value	Initial 300 ft	Confirm 300 ft	Ambient	Exceeds Trigger Value
Time								
Depth (ft)								
Turb. (NTU)				—				—
Temp. (° C)				—				—
DO (mg/L)				—				—
pH (Units)				—				—
Sal. (ppt)								
Sample ID								

Analyze  Submitted

Submitted

Upstream Near Bottom							
Initial 150 ft	Confirm 150 ft	Ambient	Trigger value	Initial 300 ft	Confirm 300 ft	Ambient	Exceeds Trigger Value
14:20		14:25					
5		5					
6.1		4.9	9.9				—
11.08		11.28	12.57				—
9.96		10.15	≤ 6 mg/L				—
7.05		7.14	< 7.0 or >7.64				—
5.51		3.99					

Submitted

Submitted

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**APPENDIX E**

King County Discharge Permit and Discharge Water Quality Results

**KING COUNTY WASTEWATER TREATMENT DIVISION  
ISSUANCE OF WASTEWATER DISCHARGE AUTHORIZATION No. 4254-01**



## King County

### Wastewater Treatment Division

Industrial Waste Program

Department of Natural Resources and Parks

130 Nickerson Street, Suite 200

Seattle, WA 98109-1658

**206-263-3000** Fax 206-263-3001

TTY Relay: 711

April 24, 2013

CERTIFIED MAIL  
RETURN RECEIPT REQUESTED

Beverly Wyse  
Boeing Company – Plant 2 Facility South Shoreline Project  
P.O. Box 3707, MC 9W-01  
Seattle, WA 98124-2207

Issuance of Wastewater Discharge Authorization No. 4254-01 to Boeing Company – Plant 2 Facility South Shoreline Project

Dear Ms. Wyse:

The King County Industrial Waste Program (KCIW) has reviewed your application to discharge construction dewatering to the sewer system from the Boeing Company – Plant 2 Facility South Shoreline Project located at 7755 East Marginal Way South, Seattle, Washington, and has issued the enclosed Major Discharge Authorization.

This authorization permits you to discharge limited amounts of industrial wastewater into King County's sewer system in accordance with the effluent limitations and other requirements and conditions set forth in the document and the regulations outlined in King County Code 28.84.060 (enclosed). As long as you maintain compliance with regulations and do not change the nature and volume of your discharge, KCIW will not require you to apply for an industrial wastewater discharge permit, a type of approval that would result in additional requirements and increased fees.

If you propose to increase the volume of your discharge or change the type or quantities of substances discharged, you must contact KCIW at least 60 days before making these changes.

King County Code 28.84 authorizes a fee for each Major Discharge Authorization issued by the King County Department of Natural Resources and Parks. The fee for issuance of a Major Discharge Authorization in 2013 is \$1,585. King County will send you an invoice for this amount.

Beverly Wyse

April 24, 2013

Page 2

If you have any questions about this discharge authorization or your wastewater discharge, please call me at 206-263-3028, or email me at [peggy.rice@kingcounty.gov](mailto:peggy.rice@kingcounty.gov). You may also wish to visit our program's Internet pages at: [www.kingcounty.gov/industrialwaste](http://www.kingcounty.gov/industrialwaste).

Thank you for helping support our mission to protect public health and enhance the environment.

Sincerely,

A handwritten signature in black ink, appearing to read "Peggy Rice".

Peggy Rice

Compliance Investigator

Enclosures

cc: Mike Cusick, City of Tukwila  
Doug Hilderbrand, King County



## MAJOR DISCHARGE AUTHORIZATION

King County Industrial Waste Program  
130 Nickerson Street, Suite 200  
Seattle, WA 98109-1658

**NUMBER 4254-01**

for

### Boeing Company – Plant 2 Facility – South Shoreline Project

**Site address:** 7755 E. Marginal Way S.  
Seattle, WA 98108

**Mailing address:** P.O. Box 3707, MC 9W-01  
Seattle, WA 98124-2207

**Phone:** 425-965-9000      **Emergency (24-hour) phone:** 425-864-3265

**Industry type:** Construction Dewatering

**Discharge to:** West Point Treatment Plant

\*Note: This authorization is valid only for the specific discharges shown below:

**Discharge process:** Wastewater generated by contaminated excavated soil stockpiles from the banks of the Duwamish waterway

**Effective date:** April 24, 2013

**Expiration date:** April 30, 2014

#### **DESCRIPTION OF SAMPLE SITES AND DISCHARGE VOLUMES**

Sample Site No.	Description	Maximum Daily Discharge Volume (gpd)	Maximum Discharge Rate (gpm)
IW1150A	Sample port downstream of post-treatment holding tanks	75,000 May 1 – October 31	230
		25,000 November 1 – April 30	

Permission is hereby granted to discharge industrial wastewater from the above-identified site into the King County sewer system in accordance with the effluent limitations and monitoring requirements set forth in this authorization.

If the industrial user wishes to continue to discharge after the expiration date, an application must be filed for re-issuance of this discharge authorization at least 90 days prior to the expiration date. For information concerning this King County Discharge Authorization, please call Industrial Waste Compliance Investigator Peggy Rice at 206-263-3028.

#### **24-HOUR EMERGENCY NOTIFICATION**

West Point Treatment Plant: 206-263-3801

Washington State Department of Ecology: 425-649-7000

### **SPECIAL CONDITIONS**

- A. For batch sedimentation discharges a minimum 60-minute quiescent settling time must be maintained prior to any discharges. During this settling time, no discharges to or from the sedimentation tank can occur.
- B. No later than April 29, 2013, the permittee must submit a list of Boeing Company and contractor personnel responsible for the Plant 2 South Shoreline Project dewatering activities, including operation and maintenance of the wastewater treatment system and monitoring of the discharge to the sanitary sewer. The list shall include the site contacts' name, title, company, and phone numbers (office and cell).
- C. Discharge to the sanitary sewer shall not begin until KCIW has conducted a preoperative inspection of the pretreatment facilities and has sent written notification (email is sufficient) to the permittee that discharges may begin.
- D. All persons responsible for monitoring the discharge to the sanitary sewer shall review a copy of this authorization.
- E. A copy of this authorization shall be on site at all times for review and reference.
- F. This authorization grants the discharge of limited amounts of wastewater from the following waste streams:
  - 1. Contaminated stormwater runoff
  - 2. Excavation dewatering
  - 3. Water associated with the contaminated river sediment
  - 4. Water from vaults located in south shoreline areaWastes or contaminants from sources other than permitted herein shall not be discharged to the sanitary sewer without prior approval from KCIW.
- G. The discharge shall not cause hydraulic overloading conditions of the sewerage conveyance system. During periods of peak hydraulic loading KCIW and City of Tukwila representatives reserve the authority to request that discharge to the sewer be stopped.
- H. This discharge authorization is being issued with the understanding that no known soil or groundwater contamination is present on site. The authorization holder is responsible for contacting KCIW should site conditions indicate potential for contamination.
- I. All wastewater shall be collected and treated in accordance with treatment methods approved by KCIW. Wastewater shall not bypass treatment systems. Modifications to wastewater treatment systems shall not occur without prior approval from KCIW.
- J. Totalizing and non-resettable flow meters must be installed on all permitted discharge pipes to the sewer.

- K. An accessible sampling spigot must be installed on the discharge pipe from the last treatment unit of the wastewater treatment system. The sample site shall be representative of all industrial waste streams discharged to the sewer from this site. Each sample site shall be accessible to KCIW representatives when discharge to the sewer is occurring.
- L. The contractor shall implement erosion control best management practices to minimize the amount of solids discharged to the sanitary sewer system. As a minimum precaution, the wastewater must be pumped to an appropriately sized settling tank(s) prior to entering the sewer system.
- M. The permittee shall properly operate and maintain all wastewater treatment units to ensure compliance with established discharge limits. Solids accumulation in tanks used for solids settling shall not exceed 25 percent of the tank's working hydraulic capacity. Each tank's working hydraulic capacity is based on the water column height as measured from the bottom of the tank to either the invert elevation of the tank's outlet pipe (gravity discharges) or discharge pump intake (pumped discharges).
- N. Results of all required self-monitoring sampling must be recorded daily. Recorded information for each discharge site must include:
  - 1. Sample date
  - 2. Sample time
  - 3. Sample results
  - 4. Operator name
  - 5. Comments (if applicable)

These records shall be maintained on site and shall be available for review by KCIW personnel during normal business hours.

- O. The permittee must establish a sewer account with City of Tukwila and provide necessary reports to ensure accurate assessment of sewer charges for all construction dewatering discharge sites associated with this project.

## SELF-MONITORING REQUIREMENTS

- A. The following self-monitoring requirements shall be met for this discharge authorization:

<b>Parameter</b>	<b>Frequency</b>	<b>Sample Type/Method</b>
Discharge volume	Daily	Flow meter
Flow rate	Daily	Flow meter
PCBs (report per Aroclor)	Weekly	Grab
Non-polar FOG	Weekly	3 grabs
Heavy Metals		
Arsenic		
Cadmium		
Chromium		
Copper		
Lead	Weekly	Grab
Mercury		
Nickel		
Silver		
Zinc		

- B. The settleable solids field test by Imhoff cone must be performed as follows:

1. Fill Imhoff cone to one-liter mark with well-mixed sample
  2. Allow 45 minutes to settle
  3. Gently stir sides of cone with a rod or by spinning, settle 15 minutes longer
  4. Record volume of settleable matter in the cone as mL/L
- C. The three nonpolar fats, oils, and grease (FOG) grab samples (if required) shall be of equal volume, collected at least five minutes apart, and analyzed separately. When using U.S. Environmental Protection Agency (EPA) approved protocols specified in 40 CFR Part 136, the individual grab samples may be composited (at the laboratory) prior to analysis.
- D. The result of the composite sample or the average of the concentrations of the three grab samples (if required) may be reported as Total FOG unless the value is 100 mg/L or greater, in which case the concentration of nonpolar FOG must be reported.
- E. If a violation of any discharge limits or operating criteria is detected in monitoring, you shall notify KCIW immediately upon receipt of analytical data.
- F. A self-monitoring report shall be filed with KCIW no later than the 15th day of the time period following the sample collection (e.g., the 15th day of the following month for monthly, weekly, daily samples; the 15th day of the following quarter for quarterly samples). If no discharge takes place during any monitoring period, it shall be noted on the report.
- G. All self-monitoring data submitted to KCIW, which required a laboratory analysis, must have been performed by a laboratory accredited by the Washington State Department of Ecology

for each parameter tested, using procedures approved by 40 CFR 136. This does not apply to field measurements performed by the industrial user such as pH, temperature, flow, atmospheric hydrogen sulfide, total dissolved sulfides, total settleable solids by Imhoff cone, or process control information.

- H. All sampling data collected by the permittee and analyzed using procedures approved by 40 CFR 136, or approved alternatives, shall be submitted to KCIW whether required as part of this authorization or done voluntarily by the permittee.
- I. Self-monitoring reports shall be signed by an authorized representative of the industrial user. The authorized representative of the industrial user is defined as:
  1. The president, secretary, treasurer, or a vice-president of the corporation in charge of a principal business function, or any other person who performs similar policy or decision-making functions for the corporation
  2. The manager of one or more manufacturing, production, or operating facilities, but only if the manager:
    - a. Is authorized to make management decisions that govern the operation of the regulated facility including having the explicit or implicit duty of making major capital investment recommendations, and initiate and direct other comprehensive measures to assure long-term environmental compliance with environmental laws and regulations
    - b. Can ensure that the necessary systems are established or actions taken to gather complete and accurate information for control mechanism requirements and knowledgeable of King County reporting requirements
    - c. Has been assigned or delegated the authority to sign documents, in accordance with corporate procedures
  3. A general partner or proprietor if the industrial user is a partnership or proprietorship, respectively
  4. A director or highest official appointed or designated to oversee the operation and performance of the industry if the industrial user is a government agency
  5. The individuals described in one through four above may designate an authorized representative if:
    - a. The authorization is submitted to King County in writing
    - b. The authorization specifies the individual or position responsible for the overall operation of the facility from which the discharge originates or having overall responsibility for environmental matters for the company or agency

## **GENERAL DISCHARGE LIMITATIONS**

### **Operating Criteria**

There shall be no odor of solvent, gasoline, or hydrogen sulfide (rotten egg odor), oil sheen, unusual color, or visible turbidity. The discharge must remain translucent. If any of the discharge limits are exceeded, you must stop discharging and notify KCIW at 206-263-3000.

### **Corrosive Substances**

#### Limits

Maximum: pH 12.0 (s.u.)

Instantaneous minimum: pH 5.0 (s.u.)

Daily minimum: pH 5.5 (s.u.)

The instantaneous minimum pH limit is violated whenever any single grab sample or any instantaneous recording is less than pH 5.0. The daily minimum pH limit is violated whenever any continuous recording of 15 minutes or longer remains below pH 5.5 or when each pH value of four consecutive grab samples collected at 15-minute intervals or longer within a 24-hour period remains below pH 5.5.

Discharges of more than 50 gallons per day of caustic solutions equivalent to more than five percent NaOH by weight or greater than pH 12.0 are prohibited unless authorized by KCIW and subject to special conditions to protect worker safety, the collection system, and treatment works.

### **Fats, Oils, and Grease (FOG)**

Discharge of FOG shall not result in significant accumulations that either alone or in combination with other wastes are capable of obstructing flow or interfere with the operation or performance of sewer works or treatment facilities.

Nonpolar FOG (petroleum origin): The three nonpolar FOG grab samples shall be of equal volume, collected at least five minutes apart, and analyzed separately. When using EPA approved protocols specified in 40 CFR Part 136, the individual grab samples may be composited (at the laboratory) prior to analysis. The result of the composite sample or the average of the concentrations of the three grab samples may be reported as Total FOG unless the value is 100 mg/L or greater, in which case the concentration of nonpolar FOG must be reported.

Polar FOG (animal and/or vegetable origin): Dischargers of polar FOG shall minimize free-floating polar FOG. Dischargers may not add emulsifying agents exclusively for the purpose of emulsifying free-floating FOG.

### **Flammable or Explosive Materials**

No person shall discharge any pollutant, as defined in 40 CFR 403.5, that creates a fire or explosion hazard in any sewer or treatment works, including, but not limited to, waste streams

with a closed cup flashpoint of less than 140° Fahrenheit or 60° Centigrade using the test methods specified in 40 CFR 261.21.

At no time shall two successive readings on an explosion hazard meter, at the point of discharge into the system (or at any point in the system), be more than five percent nor any single reading be more than 10 percent of the lower explosive limit (LEL) of the meter.

Pollutants subject to this prohibition include, but are not limited to, gasoline, kerosene, naphtha, benzene, toluene, xylene, ethers, alcohols, ketones, aldehydes, peroxides, chlorates, perchlorates, bromates, carbides, hydrides, and sulfides, and any other substances that King County, the fire department, Washington State, or the EPA has notified the user are a fire hazard or a hazard to the system.

Petroleum Compounds	Maximum Concentration ppm (mg/L)
Benzene	0.07
Ethylbenzene	1.7
Toluene	1.4
Total Xylenes	2.2

### Heavy Metals/Cyanide

The industrial user shall not discharge wastes, which exceed the following limitations:

Heavy Metals & Cyanide <sup>1</sup>	Instantaneous Maximum ppm (mg/L) <sup>2</sup>	Daily Average ppm (mg/L) <sup>3</sup>
Arsenic	4.0	1.0
Cadmium	0.6	0.5
Chromium	5.0	2.75
Copper	8.0	3.0
Lead	4.0	2.0
Mercury	0.2	0.1
Nickel	5.0	2.5
Silver	3.0	1.0
Zinc	10.0	5.0
Cyanide	3.0	2.0

<sup>1</sup> The daily maximum is violated whenever any sample exceeds the limitation.

<sup>2</sup> The instantaneous maximum is violated whenever the concentration of any sample, including a grab within a series used to calculate daily average concentrations, exceeds the limitation.

<sup>3</sup> The daily average limit is violated: a) for a continuous flow system when a composite sample consisting of four or more consecutive samples collected during a 24-hour period over intervals of 15 minutes or greater exceeds the limitation, or b) for a batch system when any sample exceeds the limitation. A composite sample is defined as at least four grab samples of equal volume taken throughout the processing day from a well-mixed final effluent chamber, and analyzed as a single sample.

**High Temperature**

The industrial user shall not discharge material with a temperature in excess of 65° C (150° F).

**Hydrogen Sulfide**

Atmospheric hydrogen sulfide: 10.0 ppm  
(As measured at a monitoring manhole designated by KCIW)

Soluble sulfide limits may be established on a case-by-case basis depending upon volume of discharge and conditions in the receiving sewer, including oxygen content and existing sulfide concentrations.

**Organic Compounds**

No person shall discharge any organic pollutants that result in the presence of toxic gases, vapors, or fumes within a public or private sewer or treatment works in a quantity that may cause worker health and safety problems.

Organic pollutants subject to this restriction include, but are not limited to: Any organic pollutants compound listed in 40 CFR Section 433.11 (e) (total toxic organics [TTO] definition), acetone, 2-butanone (MEK), 4-methyl-2-pentanone (MIBK), and xylenes.

**Settleable Solids**

Settleable solids concentrations: 7.0 mL/L

**Polychlorinated Biphenyls (PCBs)**

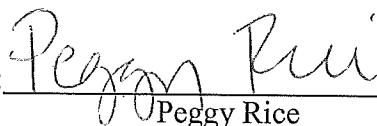
All PCB limits are per Aroclor. The detection limit for Aroclor analysis shall be no greater than 0.25 micrograms per liter ( $\mu\text{g}/\text{L}$ ).

PCB (per Aroclor)	CAS Number	Discharge Limit $\mu\text{g}/\text{L}$
Aroclor 1016	12674-11-2	0.37
Aroclor 1221	1104-28-2	0.37
Aroclor 1232	11141-16-5	0.37
Aroclor 1242	53469-21-9	0.37
Aroclor 1248	12672-29-6	0.37
Aroclor 1254	11141-16-5	0.37
Aroclor 1260	11096-82-5	0.37

**GENERAL CONDITIONS**

- A. All requirements of King County Code pertaining to the discharge of wastes into the municipal sewer system are hereby made a condition of this discharge authorization.
- B. The industrial discharger shall implement measures to prevent accidental spills or discharges of prohibited substances to the municipal sewer system. Such measures include, but are not limited to, secondary containment of chemicals and wastes, elimination of connections to the municipal sewer system, and spill response equipment.
- C. Any facility changes, which will result in a change in the character or volume of the pollutants discharged to the municipal sewer system, must be reported to your KCIW representative. Any changes that will cause the violation of the effluent limitations specified herein will not be allowed.
- D. In the event the permittee is unable to comply with any of the conditions of this discharge authorization because of breakdown of equipment or facilities, an accident caused by human error, negligence, or any other cause, such as an act of nature the company shall:
  1. Take immediate action to stop, contain, and clean up the unauthorized discharges and correct the problem
  2. Immediately notify KCIW so steps can be taken to prevent damage to the sewer system
  3. Submit a written report within 14 days describing the breakdown, the actual quantity and quality of resulting waste discharged, corrective action taken, and the steps taken to prevent recurrence
- E. Compliance with these requirements does not relieve the permittee from responsibility to maintain continuous compliance with the conditions of the discharge authorization or the resulting liability for failure to comply.
- F. The permittee shall, at all reasonable times, allow authorized representatives of KCIW to enter that portion of the premises where an effluent source or disposal system is located or in which any records are required to be kept under the terms and conditions of this discharge authorization.
- G. Nothing in this discharge authorization shall be construed as excusing the permittee from compliance with any applicable federal, state, or local statutes, ordinances, or regulations including discharge into waters of the state. Any such discharge is subject to regulation and enforcement action by the Washington State Department of Ecology.
- H. This discharge authorization does not authorize discharge after its expiration date. If the permittee wishes to continue to discharge after the expiration date, an application must be filed for reissuance of this discharge authorization at least 90 days prior to the expiration date. If the permittee submits its reapplication in the time specified herein, the permittee shall be deemed to have an effective wastewater discharge authorization until KCIW issues or denies the new wastewater discharge authorization. If the permittee fails to file its reapplication in the time period specified herein, the permittee will be deemed to be discharging without authorization.

Compliance Investigator:

  
Peggy Rice

Date: April 24, 2013

## **WATER VOLUMES AND DISCHARGE TRACKING TABLE**

TABLE E-1

**RCRA WATER TREATMENT SYSTEM TRACKING**  
 Duwamish Sediment Other Area and Southwest Bank  
 Corrective Measure and Habitat Project  
 Boeing Plant 2  
 Seattle/Tukwila, Washington

Date	Starting Flow Meter Reading (gal x 100)	Allowable Discharge Meter Reading (gal x 100)	Actual Discharge Flow Meter Reading (gal x 100)	Discharge Volume (gal)	Flow Rate (gpm)
5/3/2013	125232	125982	125349	11,700	175
5/4/2013	125349	126099	125526	17,700	175
5/6/2013	125526	126276	126066	54,000	190
5/7/2013	126066	126816	126111	4,500	150
5/10/2013	126111	126861	126130	1,900	175
5/23/2013	126130	126880	126307	17,700	190
5/24/2013	126307	127057	126448	14,100	190
5/30/2013	127185	127935	127316	13,100	200
5/31/2013	127316	128066	127658	34,200	150
6/3/2013	127658	128408	127975	31,700	175
6/4/2013	127975	128725	128439	46,400	190
6/5/2013	128439	RCRA Tank A Retreatment	128550	0	0
6/6/2013	128550	129300	129123	57,300	200
6/7/2013	129123	129873	129286	16,300	100
6/8/2013	129286	130036	129461	17,500	200
6/12/2013	129461	130211	129999	53,800	190
6/18/2013	129999	130749	130174	17,500	200
6/20/2013	130174	130924	130353	17,900	200
6/25/2013	130353	131103	130534	18,100	200
7/2/2013	130534	131284	130894	36,000	180
7/11/2013	130894	131644	131438	54,400	190
7/18/2013	131438	132188	131602	16,400	180
7/24/2013	131602	132352	131963	36,100	140
7/26/2013	131963	132713	132079	11,600	180
8/19/2013	132079	132829	132261	18,200	190
8/21/2012	132261	133011	132439	17,800	190
9/4/2013	132439	133189	132623	18,400	170
9/6/2013	132623	133373	133088	46,500	180
9/7/2013	133088	133838	133190	10,200	180
9/11/2013	133190	133940	133564	37,400	190
9/12/2013	133564	134514	133754	19,000	190
9/16/2013	133754	134504	134129	37,500	190
9/23/2013	134129	134874	134312	18,300	180
9/25/2013	134312	135026	134573	26,100	190
9/26/2013	134573	135323	134672	9,900	190
9/30/2013	134689	135439	134873	18,400	190
10/1/2013	134922	135672	135054	13,200	190
10/2/2013	135054	135804	135480	42,600	190
10/7/2013	135480	136230	135677	19,700	190
10/9/2013	244257	245037	244634	37,700	190
10/14/2013	244634	245384	244827	19,300	190
10/21/2013	244827	245577	245222	39,500	190
11/8/2013	245222	245472	245470	24,800	190
11/9/2013	245470	245720	245603	13,300	190
11/12/2013	245603	245853	245795	19,200	190
<b>Total Discharge</b>					<b>1,106,900</b>

Abbreviation(s)

gal = gallon

gpm = gallons per minute

RCRA = Resource Conservation and Recovery Act

## **LABORATORY TEST RESULTS FOR FINAL DISCHARGE SAMPLES**

MAY 2013

BOEING INTEGRATED DEFENSE SYSTEMS  
ENVIRONMENTAL ANALYSIS LABORATORYSTATION: Plant 2 (P2) Facility - South Shoreline Project SITE #: IW1150A Page 1  
PERMIT/DA No. #: 4254-01

SAMPLE DATE	FLOW gal/day	Max Flow Rate gal/min	pH ug/L	Mercury ug/L	Arsenic ug/L	Cadmium mg/L	Chromium mg/L	Copper mg/L	Lead mg/L	Nickel mg/L	Silver mg/L	Zinc mg/L	Total HEM mg/L	Aroclor 1016 ug/L	Aroclor 1221 ug/L	Aroclor 1232 ug/L	Aroclor 1242 ug/L	Aroclor 1248 ug/L	Aroclor 1254 ug/L	Aroclor 1260/1262 ug/L		
DAILY LIMIT->	75000	230	>5.0 & <12.0	0.1	1000	0.5	2.75	3	2	2.5	1	5	100	0.37	0.37	0.37	0.37	0.37	0.37	0.37		
05/01/13	0	0																				
05/02/13	0	0																				
05/03/13	11700	175	7	<0.0510	<22	<0.0010	0.004	0.019	<0.017	<0.0050	<0.0020	0.072	<5.0	<0.020	<0.020	<0.020	<0.020	0.04	<0.020			
05/04/13	57300	175																				
05/05/13	0	0																				
05/06/13	14400	190																				
05/07/13	4500	150																				
05/08/13	0	0																				
05/09/13	0	0																				
05/10/13	1900	175	7	<0.0510	<22	0.001	0.002	0.031	0.017	<0.0050	<0.0020	0.079	<5.0	<0.20	<0.20	<0.20	4	<0.20	<0.20			
05/11/13	0	0																				
05/12/13	0	0																				
05/13/13	0	0																				
05/14/13	0	0																				
05/15/13	0	0																				
05/16/13	0	0																				
05/17/13	0	0																				
05/18/13	0	0																				
05/19/13	0	0																				
05/20/13	0	0	7.6	<0.0510	<22	<0.0010	<0.0010	0.003	0.06	0.038	0.002	0.02	<5.0	<0.020	<0.020	<0.020	<0.020	<0.020	<0.020	<0.020	Go/No Go Sampling.	
05/21/13	0	0	7.4	<0.0510	<22	<0.0010	0.001	0.014	<0.017	<0.0050	<0.0020	0.046	<5.0	<0.020	<0.020	<0.020	<0.020	<0.020	<0.020	<0.020	Go/No Go Sampling.	
05/22/13	0	0																				
05/23/13	17700	190																				
05/24/13	14100	190																				
05/25/13	0	0																				
05/26/13	0	0																				
05/27/13	0	0																				
05/28/13	0	0																				
05/29/13	0	0																				
05/30/13	13100	200																				
05/31/13	34000	150																				
Min Value	0	0	7	<0.0510	<22	<0.0010	<0.0010	0.003	<0.017	<0.0050	<0.0020	0.02	<5.0	<0.020	<0.020	<0.020	<0.020	<0.020	<0.020	<0.020		
Min Date			05/03/13																			
Max Value	57300	200	7.6	<0.0510	<22	0.001	0.004	0.031	0.06	0.038	0.002	0.079	<5.0	<0.020	<0.020	<0.020	4	<0.20	<0.20			
Max Date	5/4/2013	05/30/13	05/20/13																			
Average	5442	51	7.3	<0.0510	<22	<0.0010	0.002	0.017	0.028	0.013	<0.0020	0.054	<5.0	0.065	0.065	0.065	1.015	0.07	0.065			

Analytical Reference: Methods for Analysis of Water and Waste, EPA - 600/4-79-020.

I certify under penalty of law this document and all attachments were prepared under my direction or supervision in accordance with a system designed to assure that qualified personnel properly gather and evaluate the information submitted. Based on my inquiry of the person or persons who manage the system, or those persons directly responsible for gathering the information, the information submitted is, to the best of my knowledge and belief, true, accurate, and complete. I am aware that there are significant penalties for submitting false information including the possibility of fine and imprisonment for knowing violations. I further certify that all data requiring a laboratory analysis were analyzed by a Washington State Department of Ecology accredited laboratory for each parameter tested.

Abbreviation(s)

gal/day = gallons per day  
 gal/min = gallons per minute  
 mg/L = milligrams per liter  
 ug/L = micrograms per liter

Signature of Principal Executive or Authorized Agent      Date

JUNE 2013

BOEING INTEGRATED DEFENSE SYSTEMS  
ENVIRONMENTAL ANALYSIS LABORATORYSTATION: Plant 2 (P2) Facility - South Shoreline Project SITE #: IW1150A Page 1  
PERMIT/DA No. #: 7811

SAMPLE DATE	FLOW gal/day	Max Flow Rate gal/min	pH ug/L	Mercury ug/L	Arsenic ug/L	Cadmium mg/L	Chromium mg/L	Copper mg/L	Lead mg/L	Nickel mg/L	Silver mg/L	Zinc mg/L	Total HEM mg/L	Aroclor 1016 ug/L	Aroclor 1221 ug/L	Aroclor 1232 ug/L	Aroclor 1242 ug/L	Aroclor 1248 ug/L	Aroclor 1254 ug/L	Aroclor 1260/1262 ug/L	
DAILY LIMIT->	75000	230	>5.0 & <12.0	100	1000	0.5	2.75	3	2	2.5	1	5	100	0.37	0.37	0.37	0.37	0.37	0.37	0.37	
06/03/13	31700	175																			
06/04/13	46400	190																			
06/06/13	57300	200																			
06/07/13	16300	100																			
06/08/13	17500	200																			
06/12/13	17933	190	8.5	<0.0510	3.8	<0.0010	0.007	0.023	<0.017	<0.0050	0.002	<0.0030	<5.0	<0.022	<0.022	<0.022	<0.022	<0.022	<0.022	<0.022	Batch #WT-DIS-01-061213
06/12/13	17933	190	8.3	<0.0510	5.36	<0.0010	0.007	0.035	<0.017	<0.0050	0.003	<0.0030	<5.0	<0.020	<0.020	<0.020	<0.020	<0.020	<0.020	0.051	Batch #WT-DIS-02-061213
06/12/13	17934	190	8	<0.0510	4.69	<0.0010	0.005	0.021	<0.017	<0.0050	0.003	<0.0030	<5.0	<0.020	<0.020	<0.020	<0.020	<0.020	<0.020	<0.020	Batch #WT-DIS-03-061213
06/18/13	17500	200	8.7	<0.0510	8.79	<0.0010	0.003	0.015	0.017	<0.0050	0.002	<0.0030	<5.0	<0.020	<0.020	<0.020	<0.020	<0.020	0.02	<0.020	Batch #WT-DIS-04-061813
06/20/13	17900	200	8.8	0.394	7.85	<0.0020	0.006	0.021	0.044	<0.010	<0.0040	<0.0060	<5.0	<0.020	<0.020	<0.020	<0.020	<0.020	<0.020	0.05	Batch #WT-DIS-05-062013
06/25/13	18100	200	8.3	<0.0510	8.02	<0.0010	0.004	0.03	<0.017	<0.0050	<0.0020	<0.0030	<5.0	<0.020	<0.020	<0.020	<0.020	<0.020	<0.020	0.04	Batch #WT-DIS-06-062513
Min Value	16300	100	8	<0.0510	3.8	<0.0010	0.003	0.015	<0.017	<0.0050	<0.0020	<0.0030	<5.0	<0.020	<0.020	<0.020	<0.020	<0.020	<0.020	<0.020	
Min Date			06/12/13																		
Max Value	57300	200	8.8	0.394	8.79	<0.0010	0.007	0.035	0.044	<0.010	0.003	<0.0060	<5.0	<0.022	<0.022	<0.022	<0.022	0.02	0.051		
Max Date	6/6/2013	06/06/13	06/20/13																		
Average	30722	185	8.4	0.108	6.42	0.001	0.005	0.024	0.022	0.006	0.003	0.004	<5.0	0.02	0.02	0.02	0.02	0.02	0.034		

Analytical Reference: Methods for Analysis of Water and Waste, EPA - 600/4-79-020.

I certify under penalty of law this document and all attachments were prepared under my direction or supervision in accordance with a system designed to assure that qualified personnel properly gather and evaluate the information submitted. Based on my inquiry of the person or persons who manage the system, or those persons directly responsible for gathering the information, the information submitted is, to the best of my knowledge and belief, true, accurate, and complete. I am aware that there are significant penalties for submitting false information including the possibility of fine and imprisonment for knowing violations. I further certify that all data requiring a laboratory analysis were analyzed by a Washington State Department of Ecology accredited laboratory for each parameter tested.

Abbreviation(s)

gal/day = gallons per day  
 gal/min = gallons per minute  
 mg/L = milligrams per liter  
 µg/L = micrograms per liter

Signature of Principal Executive or Authorized Agent      Date

JULY 2013

BOEING INTEGRATED DEFENSE SYSTEMS  
ENVIRONMENTAL ANALYSIS LABORATORYSTATION: Plant 2 (P2) Facility - South Shoreline Project SITE #: IW1150A Page 1  
PERMIT/DA No. #: 7811

SAMPLE DATE	FLOW gal/day	Max Flow Rate gal/min	pH ug/L	Mercury ug/L	Arsenic ug/L	Cadmium mg/L	Chromium mg/L	Copper mg/L	Lead mg/L	Nickel mg/L	Silver mg/L	Zinc mg/L	Total HEM mg/L	Aroclor 1016 ug/L	Aroclor 1221 ug/L	Aroclor 1232 ug/L	Aroclor 1242 ug/L	Aroclor 1248 ug/L	Aroclor 1254 ug/L	Aroclor 1260/1262 ug/L	
DAILY LIMIT->	75000	230	>5.0 & <12.0	100	1000	0.5	2.75	3	2	2.5	1	5	100	0.37	0.37	0.37	0.37	0.37	0.37	0.37	
07/02/13	18000	180	7.2	<0.0510	7.95	<0.0010	0.005	0.025	<0.017	0.005	<0.0020	<0.0030	<5.0	<0.020	<0.020	<0.020	<0.020	<0.020	0.02	Batch #WT-DIS-07-070213	
07/02/13	18000	180	7.4	<0.0510	8.12	<0.0010	0.004	0.023	<0.017	<0.0050	<0.0020	<0.0030	<5.0	<0.020	<0.020	<0.020	<0.020	<0.020	<0.020	Batch #WT-DIS-08-070213	
07/11/13	18133	190	7	<0.0510	3.82	<0.0010	0.009	0.023	0.018	<0.0050	<0.0020	<0.0030	<5.0	<0.020	<0.020	<0.020	<0.020	<0.020	<0.020	Batch #WT-DIS-09-071113	
07/11/13	18133	190	7.3	<0.0510	5.38	<0.0010	0.005	0.02	<0.017	<0.0050	<0.0020	<0.0030	<5.0	<0.020	<0.020	<0.020	<0.020	<0.020	<0.020	Batch #WT-DIS-10-071113	
07/11/13	18134	190	6.7	<0.0510	6.32	<0.0010	0.004	0.022	<0.017	<0.0050	<0.0020	<0.0030	<5.0	<0.020	<0.020	<0.020	<0.020	<0.020	<0.020	Batch #WT-DIS-11-071113	
07/18/13	16400	180	8	<0.0510	5.82	<0.0010	0.004	0.019	<0.017	<0.0050	<0.0020	<0.0030	<5.0	<0.020	<0.020	<0.020	<0.020	<0.020	<0.020	Batch #WT-DIS-12-071813	
07/24/13	18050	140	7	<0.0510	1.16	<0.0020	0.007	0.004	<0.034	<0.010	<0.0040	<0.0060	<5.0	<0.020	<0.020	<0.020	<0.020	<0.020	<0.020	Batch #WT-DIS-13-072413	
07/24/13	18050	140	7.1	<0.0510	2.6	<0.0020	0.004	0.06	<0.034	<0.010	<0.0040	0.017	<5.0	<0.020	<0.020	<0.020	<0.020	<0.020	<0.020	Batch #WT-DIS-14-072413	
07/26/13	11600	180	7.2	<0.0510	3.4	<0.0010	0.002	0.007	<0.017	<0.0050	<0.0020	<0.0030	<5.0	<0.020	<0.020	<0.020	<0.020	<0.020	<0.020	Batch #WT-DIS-15-072613	
Min Value	11600	140	6.7	<0.0510	1.16	<0.0010	0.002	0.004	<0.017	<0.0050	<0.0020	<0.0030	<5.0	<0.020	<0.020	<0.020	<0.020	<0.020	<0.020		
Min Date			07/11/13																		
Max Value	54400	190	8	<0.0510	8.12	<0.0020	0.009	0.06	<0.034	<0.010	<0.0040	0.017	<5.0	<0.020	<0.020	<0.020	<0.020	<0.020	<0.020	0.02	
Max Date	7/11/2013	07/11/13	07/18/13																		
Average	30900	174	7.2	<0.0510	4.95	0.001	0.005	0.023	0.021	0.006	0.002	0.005	<5.0	<0.020	<0.020	<0.020	<0.020	<0.020	<0.020		

Analytical Reference: Methods for Analysis of Water and Waste, EPA - 600/4-79-020.

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Abbreviation(s)

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 gal/min = gallons per minute  
 mg/L = milligrams per liter  
 µg/L = micrograms per liter

Signature of Principal Executive or Authorized Agent      Date

AUGUST 2013

BOEING INTEGRATED DEFENSE SYSTEMS  
ENVIRONMENTAL ANALYSIS LABORATORYSTATION: Plant 2 (P2) Facility - South Shoreline Project SITE #: IW1150A Page 1  
PERMIT/DA No. #: 7811

SAMPLE DATE	FLOW gal/day	Max Flow Rate gal/min	pH ug/L	Mercury ug/L	Arsenic ug/L	Cadmium mg/L	Chromium mg/L	Copper mg/L	Lead mg/L	Nickel mg/L	Silver mg/L	Zinc mg/L	Total HEM mg/L	Aroclor 1016 ug/L	Aroclor 1221 ug/L	Aroclor 1232 ug/L	Aroclor 1242 ug/L	Aroclor 1248 ug/L	Aroclor 1254 ug/L	Aroclor 1260/1262 ug/L		
DAILY LIMIT->	75000	230	>5.0 & <12.0	100	1000	0.5	2.75	3	2	2.5	1	5	100	0.37	0.37	0.37	0.37	0.37	0.37	0.37		
08/19/13	18200	180	8.7	<0.0510	15.52	<0.0010	0.006	0.043	<0.017	0.012	<0.0020	<0.0030	<5.0	<0.020	<0.020	<0.020	<0.020	<0.020	<0.020	<0.020	Batch #WT-DIS-16-081913	
08/21/13	17800	190	7.4	<0.0510	22.49	<0.0010	0.011	0.053	<0.017	0.023	<0.0020	<0.0030	<5.0	<0.020	<0.020	<0.020	<0.020	<0.020	<0.020	<0.020	Batch #WT-DIS-17-082113	
Min Value	17800	180	7.4	<0.0510	15.52	<0.0010	0.006	0.043	<0.017	0.012	<0.0020	<0.0030	<5.0	<0.020	<0.020	<0.020	<0.020	<0.020	<0.020	<0.020		
Min Date			08/21/13																			
Max Value	18200	190	8.7	<0.0510	22.49	<0.0010	0.011	0.053	<0.017	0.023	<0.0020	<0.0030	<5.0	<0.020	<0.020	<0.020	<0.020	<0.020	<0.020	<0.020		
Max Date	8/19/2013	08/21/13	08/19/13																			
Average	18000	185	8.1	<0.0510	19.01	<0.0010	0.009	0.048	<0.017	0.018	<0.0020	<0.0030	<5.0	<0.020	<0.020	<0.020	<0.020	<0.020	<0.020	<0.020		

Analytical Reference: Methods for Analysis of Water and Waste, EPA - 600/4-79-020.

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Abbreviation(s)

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gal/min = gallons per minute  
mg/L = milligrams per liter  
µg/L = micrograms per liter

Signature of Principal Executive or Authorized Agent      Date

SEPTEMBER 2013

BOEING INTEGRATED DEFENSE SYSTEMS  
ENVIRONMENTAL ANALYSIS LABORATORYSTATION: Plant 2 (P2) Facility - South Shoreline Project  
PERMIT/DA No. #: 7811

SITE #: IW1150A

Page 1

SAMPLE DATE	FLOW gal/day	Max Flow Rate gal/min	pH ug/L	Mercury ug/L	Arsenic ug/L	Cadmium mg/L	Chromium mg/L	Copper mg/L	Lead mg/L	Nickel mg/L	Silver mg/L	Zinc mg/L	Total HEM mg/L	Aroclor 1016 ug/L	Aroclor 1221 ug/L	Aroclor 1232 ug/L	Aroclor 1242 ug/L	Aroclor 1248 ug/L	Aroclor 1254 ug/L	Aroclor 1260/1262 ug/L	
DAILY LIMIT->	75000	230	>5.0 & <12.0	100	1000	0.5	2.75	3	2	2.5	1	5	100	0.37	0.37	0.37	0.37	0.37	0.37	0.37	
09/04/13	18400	170	6.9	<0.0510	19.46	<0.0010	0.012	0.05	<0.017	0.016	<0.0020	<0.0030	<5.0	<0.022	<0.022	<0.022	<0.022	<0.022	<0.022	<0.022	Batch #WT-DIS-18-090413
09/06/13	23250	180	7	<0.0510	2.33	0.006	0.005	0.029	<0.034	<0.010	<0.0040	0.037	<5.0	<0.020	<0.020	<0.020	<0.020	<0.020	<0.020	<0.020	Batch #WT-DIS-19-090613
09/06/13	23250	180	7.4	<0.0510	4.51	0.009	0.073	0.037	<0.034	<0.010	<0.0040	0.032	<5.0	<0.021	<0.021	<0.021	<0.021	<0.021	<0.021	<0.021	Batch #WT-DIS-20-090613
09/07/13	10800	180	7.9	<0.0510	2.41	0.004	0.004	0.024	<0.034	<0.010	<0.0040	0.032	<5.0	<0.020	<0.020	<0.020	<0.020	<0.020	<0.020	<0.020	Batch #WT-DIS-21-090713
09/11/13	18400	190	7.7	<0.0510	<2.32	0.003	0.005	0.029	<0.034	<0.010	<0.0040	0.038	<5.0	<0.020	<0.020	<0.020	<0.020	<0.020	<0.020	<0.020	Batch #WT-DIS-22-091113
09/11/13	18400	190	7.8	<0.0510	<2.32	0.004	0.007	0.019	<0.034	<0.010	<0.0040	0.025	<5.0	<0.020	<0.020	<0.020	<0.020	<0.020	<0.020	<0.020	Batch #WT-DIS-23-091113
09/12/13	19000	190	8	<0.0510	3.79	0.003	<0.0010	0.018	<0.017	<0.0050	<0.0020	0.02	<5.0	<0.020	<0.020	<0.020	<0.020	<0.020	<0.020	<0.020	Batch #WT-DIS-24-091213
09/16/13	37500	190	7.1	<0.0510	<2.32	0.001	0.001	0.015	0.026	<0.0050	<0.0020	0.018	<5.0	<0.020	<0.020	<0.020	<0.020	<0.020	<0.020	<0.020	Batch #WT-DIS-25-091613
09/23/13	37300	180	7.8	<0.0510	<2.32	<0.0010	0.006	0.027	<0.017	<0.0050	<0.0020	0.013	<5.0	<0.020	<0.020	<0.020	<0.020	<0.020	<0.020	<0.020	Batch #WT-DIS-26-092313 Tank A
09/26/13	9900	190	7.4	<0.0510	0.66	<0.0010	0.003	<0.0020	<0.018	<0.0050	<0.0020	<0.0030	<5.0	<0.020	<0.020	<0.020	<0.020	<0.020	<0.020	<0.020	Batch #WT-DIS-26-092613 Tank C&B
09/30/13	18400	190	7.4	<0.0510	1.28	0.002	0.005	0.023	0.02	0.01	0.003	0.05	<5.0	<0.020	<0.020	<0.020	<0.020	0.02	<0.020	<0.020	Batch #WT-DIS-27-093013; Metals by ARI
Min Value	9900	170	6.9	<0.0510	<2.32	<0.0010	<0.0010	<0.0020	<0.018	<0.0050	<0.0020	<0.0030	<5.0	<0.020	<0.020	<0.020	<0.020	<0.020	<0.020	<0.020	
Min Date			09/04/13																		
Max Value	46500	190	8	<0.0510	19.46	0.009	0.073	0.05	<0.018	0.016	<0.0020	0.05	<5.0	<0.020	<0.020	<0.020	<0.020	<0.020	<0.020	<0.020	0.04
Max Date	9/6/2013	09/11/13	09/12/13																		
Average	26067	185	7.5	<0.0510	3.97	0.003	0.011	0.025	0.026	0.009	0.003	0.025	<5.0	0.02	0.02	0.02	0.02	0.02	0.02	0.022	

Analytical Reference: Methods for Analysis of Water and Waste, EPA - 600/4-79-020.

I certify under penalty of law this document and all attachments were prepared under my direction or supervision in accordance with a system designed to assure that qualified personnel properly gather and evaluate the information submitted. Based on my inquiry of the person or persons who manage the system, or those persons directly responsible for gathering the information, the information submitted is, to the best of my knowledge and belief, true, accurate, and complete. I am aware that there are significant penalties for submitting false information including the possibility of fine and imprisonment for knowing violations. I further certify that all data requiring a laboratory analysis were analyzed by a Washington State Department of Ecology accredited laboratory for each parameter tested.

Abbreviation(s)

gal/day = gallons per day  
 gal/min = gallons per minute  
 mg/L = milligrams per liter  
 µg/L = micrograms per liter

Signature of Principal Executive or Authorized Agent      Date

OCTOBER 2013

BOEING INTEGRATED DEFENSE SYSTEMS  
ENVIRONMENTAL ANALYSIS LABORATORYSTATION: Plant 2 (P2) Facility - South Shoreline Project SITE #: IW1150A Page 1  
PERMIT/DA No. #: 7811

SAMPLE DATE	FLOW gal/day	Max Flow Rate gal/min	pH ug/L	Mercury ug/L	Arsenic ug/L	Cadmium mg/L	Chromium mg/L	Copper mg/L	Lead mg/L	Nickel mg/L	Silver mg/L	Zinc mg/L	Total HEM mg/L	Aroclor 1016 ug/L	Aroclor 1221 ug/L	Aroclor 1232 ug/L	Aroclor 1242 ug/L	Aroclor 1248 ug/L	Aroclor 1254 ug/L	Aroclor 1260/1262 ug/L	
DAILY LIMIT->	75000	230	>5.0 & <12.0	100	1000	0.5	2.75	3	2	2.5	1	5	100	0.37	0.37	0.37	0.37	0.37	0.37	0.37	
10/02/13	43300	190	7.1	<0.0510	1.42	<0.0020	0.015	0.1	<0.034	<0.010	<0.0040	0.1	<5.0	<0.020	<0.020	<0.020	0.05	<0.020	0.05	Batch #WT-DIS-28-100213	
10/07/13	19700	190	7.1	<0.0510	2.16	0.001	0.021	0.13	0.17	0.034	<0.0020	0.13	<5.0	<0.020	<0.020	<0.020	0.08	<0.020	0.09	Batch #WT-DIS-29-100713	
10/09/13	37700	190	6.5	<0.0510	1.42	<0.0020	0.002	0.039	<0.034	<0.010	<0.0040	0.045	<5.0	<0.020	<0.020	<0.020	<0.020	<0.020	0.03	Batch #WT-DIS-30-100913	
10/14/13	18900	190	8.1	<0.0510	1.9	<0.0010	0.005	0.042	0.047	0.005	<0.0020	0.055	<5.0	<0.020	<0.020	<0.020	0.03	<0.020	0.07	Batch #WT-DIS-31-101413	
10/21/13	39500	190	7.8	<0.0510	1.7	0.002	0.009	0.039	<0.034	<0.010	<0.0040	0.07	<5.0	<0.020	<0.020	<0.020	<0.020	<0.020	0.09	Batch #WT-DIS-32-102113	
Min Value	18900	190	6.5	<0.0510	1.42	<0.0010	0.002	0.039	<0.034	<0.010	<0.0020	0.045	<5.0	<0.020	<0.020	<0.020	<0.020	<0.020	<0.020	0.03	
Min Date			10/09/13																		
Max Value	43300	190	8.1	<0.0510	2.16	0.002	0.021	0.13	0.17	0.034	<0.0040	0.13	<5.0	<0.020	<0.020	<0.020	0.08	<0.020	0.09		
Max Date	10/02/2013	10/02/13	10/14/13																		
Average	31820	190	7.3	<0.0510	1.72	0.002	0.01	0.07	0.064	0.014	<0.0040	0.08	<5.0	<0.020	<0.020	<0.020	0.04	<0.020	0.066		

Analytical Reference: Methods for Analysis of Water and Waste, EPA - 600/4-79-020.

I certify under penalty of law this document and all attachments were prepared under my direction or supervision in accordance with a system designed to assure that qualified personnel properly gather and evaluate the information submitted. Based on my inquiry of the person or persons who manage the system, or those persons directly responsible for gathering the information, the information submitted is, to the best of my knowledge and belief, true, accurate, and complete. I am aware that there are significant penalties for submitting false information including the possibility of fine and imprisonment for knowing violations. I further certify that all data requiring a laboratory analysis were analyzed by a Washington State Department of Ecology accredited laboratory for each parameter tested.

Abbreviation(s)

gal/day = gallons per day  
 gal/min = gallons per minute  
 mg/L = milligrams per liter  
 µg/L = micrograms per liter

Signature of Principal Executive or Authorized Agent      Date

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## **APPENDIX F**

### **Post-Excavation Bank Sampling**

**POST-EXCAVATION BANK SAMPLING COMPLETION REPORT**  
Duwamish Sediment Other Area and Southwest Bank  
Corrective Measure and Habitat Project  
Boeing Plant 2, Seattle/Tukwila, Washington



*Prepared for:*  
**The Boeing Company**  
Seattle, Washington

*Prepared by:*  
**AMEC Environment & Infrastructure, Inc.**  
Lynnwood, Washington

*and*

**Floyd|Snider, Inc.**  
Seattle, Washington

May 2014

0131320090



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## APPENDICES

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## ACRONYMS AND ABBREVIATIONS

Boeing	The Boeing Company
COCs	chemicals of concern
DSOA	Duwamish Sediment Other Area
EPA	U.S. Environmental Protection Agency
EPH	extractable petroleum hydrocarbons
MLLW	mean lower low water
PCB	polychlorinated biphenyl
RCRA	Resource Conservation and Recovery Act
RTK	real-time kinematic
SVOC	semivolatile organic compound
TOC	total organic carbon
TPH	total petroleum hydrocarbons
VPH	volatile petroleum hydrocarbons

**POST-EXCAVATION BANK SAMPLING COMPLETION REPORT**  
Duwamish Sediment Other Area and Southwest Bank  
Corrective Measure and Habitat Project  
Boeing Plant 2  
Seattle/Tukwila, Washington

## 1.0 INTRODUCTION

This report describes the post-excavation bank sampling and additional subsurface environmental characterization activities in the vicinity of the South Shoreline Area for the Duwamish Sediment Other Area (DSOA) and Southwest Bank Corrective Measure (collectively called the project). This work was conducted pursuant to the Administrative Order on Consent (Resource Conservation and Recovery Act [RCRA] Docket No 1092-01-22-3008[h]) issued to Boeing in 1994 by the U.S. Environmental Protection Agency (EPA) under authority of RCRA Section 3008(h), as amended (42 United States Code 6928[h]).

The purpose of the project is to remove contaminated materials from the project site and restore/create shoreline habitat within the DSOA and Southwest Bank at, or adjacent to, Boeing's Plant 2 facility (Figure 1). The project area is divided into three separate subareas:

- In-Water Dredging Areas:
  - Dredging with subsequent backfilling of the DSOA in-water areas; and
  - Dredging of sediment from four areas with subsequent backfilling within the Boeing-owned portion of Slip 4.
- North Shoreline Area:
  - Excavation of the shoreline to create an intertidal embayment; and
  - Shoreline habitat restoration.
- South Shoreline Area:
  - Demolition of the over-water portion of the former 2-40s building complex;
  - Excavation of the 2-40s complex under-building area;
  - Removal of bank fill material from the Southwest Bank and shoreline area; and
  - Shoreline habitat restoration.

Further description and figures depicting these areas are provided in the *Final Design Report* (AMEC et al., 2012a) and the *Final Construction Statement of Work* (AMEC et al., 2012b).

The shoreline construction in the South Shoreline Area (Figure 2) began in May 2013. Excavation along the shoreline and tidal flats was performed during low tide (i.e., in the dry) with tracked excavators. Backfill grading was conducted using tracked excavators and bulldozers.

As a requirement of the EPA-approved shoreline construction, sediment samples to characterize material left in place after construction were collected. Two types of samples were collected as part of this investigation:

- **Bank Samples:** Bank samples, collected within the footprint of the former 2-40s building complex and the Southwest Bank, were used to characterize soils left in place after excavation of the shoreline.
- **RCRA Unit Record Samples:** These sediment samples were collected to document compliance with the cleanup goals within the RCRA solid waste management units or other areas within the footprint of the former 2-40s building complex.

Samples were collected after excavation to the final design grade was completed at each sample location and prior to backfilling of the site.

## **2.0 ADDITIONAL SUBSURFACE CHARACTERIZATION**

While conducting the post-excavation bank sampling program, two of the RCRA unit record sample locations—SD-PEB015 in the former Stretch Press Pit and Sample SD-PEB014 and its field duplicate, SD-PEB214, at Outfall 16-OA 22B (Figure 2)—were found to have elevated concentrations of polychlorinated biphenyls (PCBs) (Table 1) after excavation to the design grade. In addition, during the removal of a pile structure in the Southwest Bank adjacent to the southern bioswale, unexpected debris (and stained soils) was encountered deeper than the design excavation.

Based on the elevated concentrations of PCBs in the samples collected in the excavation of the former Stretch Press Pit and Outfall 16, and the presence of dark, stained soils in the excavation at the Southwest Bank, EPA requested additional investigations be conducted in the three areas. The results of these investigations are discussed below.

### **2.1 STRETCH PRESS PIT AND OUTFALL 16**

The samples at the Stretch Press Pit and Outfall 16 were collected from the excavator bucket following excavation to the design grade. The excavations were partially filled with water during sampling and it was not known whether the undisturbed soil at the bottom of the excavation contained elevated concentrations of PCBs or if the sample was from “slough” material disturbed and suspended during the excavation.

Following consultation with EPA, the *South Shoreline Subsurface Environmental Characterization Work Plan* (AMEC and FSI, 2013a) for conducting additional soil borings and sampling in the vicinity of the Stretch Press Pit was prepared and approved. An addendum to this work plan was prepared to address the additional sampling required at Outfall 16 (AMEC and FSI, 2013b). In addition, a quality assurance project plan was prepared for the work (AMEC and FSI, 2013c).

## **2.1.1 Field Investigation**

Soil borings and discrete depth samples were used to investigate the horizontal and vertical distribution of PCBs remaining in the vicinity of the former Stretch Press Pit and Outfall 16. Samples collected from the soil borings at the original sample locations were used to confirm that the elevated PCB concentrations found represent contaminated soils left in place (leave surface) during the initial excavation, and not a thin disturbed layer of “slough” material stirred up during the excavation.

The additional soil borings and samples (Figure 3 and Table 2) were collected in the vicinity of the Stretch Press Pit and Outfall 16 using a sonic drill rig. The sonic drill rig used a 4-inch core tube to sample the backfill and the underlying soils in 5-foot increments. An 8-inch drill casing was used to line the bore hole. The soils retained in the core tube were vibrated out of the core tube into a plastic sleeve. Each core sample was documented and photographed. Samples representing the material immediately below the leave surface and additional 1-foot increments were collected continuously from the interface with the fill to the bottom of the advance. Samples within the soil units that were stained or that appeared to contain anthropogenic material were analyzed. Additional deeper samples were analyzed as required to demonstrate that the underlying material did not pose a recontamination risk.

Logs for each of the soils borings that were collected at the Stretch Press Pit and Outfall 16 are provided in Appendix A.

At each of the original RCRA unit record sample locations, a soil sample was analyzed to determine if soils with elevated PCBs were present immediately below the backfill (i.e., leave surface). Additional samples representing 1-foot *in situ* intervals were collected below the leave surface. Soil borings were also advanced at locations upslope and downslope of the original location, and upstream and downstream of the original sample location to determine the horizontal and vertical distribution of soils containing elevated PCBs.

Samples representing sediment units that appeared to be stained or contained debris or anthropogenic material were analyzed for PCBs and total organic carbon (TOC). In addition, the shallowest sample that appeared to be free of staining or debris was also analyzed for PCBs. If the samples analyzed during the initial analysis round had elevated levels of PCBs, then additional archived samples were analyzed.

## **2.1.2 Results**

The analytical results from the borings at the Stretch Press Pit and Outfall 16 are presented in Table 3. These data were used to develop a revised excavation plan for the two areas that would remove the elevated concentration of PCBs within the excavation footprint. Additional samples were collected following the additional excavation at the former Stretch Press Pit, as requested by EPA. The results of these analyses are presented in Section 3.0. The collection of additional samples within the excavation footprint at Outfall 16 was not required by EPA.

## **2.2 SOUTHWEST BANK SAMPLING**

During Southwest Bank excavation it was known that various layers of debris fill would be encountered. Previous data collected during the investigation and design stages indicated that the debris layers would vary one from another, and that the most likely contaminants would be metal and construction debris, isolated chunks of “slag-like” material, PCBs (sometimes mixed with visual sheen or staining from an oil carrier), residual levels of trichloroethene, and occasional areas of oily soils without PCBs.

Based on data that had been collected prior to design, it was believed that the extent and approximate depth of debris had been delineated to the east, west, north, and south, but that its depth would be very variable within the known debris area. During the removal of a pile structure in the Southwest Bank, excavation was performed deeper than the target excavation depth. Unexpected debris and soils containing an oily residue were encountered at that location, which was deeper than the designed excavation. The excavation was backfilled to stabilize the excavation before the rising tide. Samples were not collected during the original excavation.

During a subsequent low tide, three additional test pits (Figure 3) were excavated to help determine the lateral extent of the impacted sediments and the depth of the debris and soils containing the oily residue. Samples from the three test pits were collected and submitted for analysis to determine if the contamination posed a potential recontamination problem to the constructed habitat.

The samples from the test pits were analyzed for metals, semivolatile organic compounds (SVOCs), PCBs, and total petroleum hydrocarbons (TPH). The results of these analyses are presented in Table 4. Based on the test pit sample results, the *South Shoreline Subsurface Environmental Characterization Work Plan* was developed (AMEC and FSI, 2013a) to conduct additional borings along the Southwest Bank, in order to determine the horizontal and vertical extent soils containing debris and oily residue.

## **2.2.1 Field Investigation**

Continuous cores were collected from seven locations adjacent to the stormwater bioswale (SWB-SB-01 through -07) using a sonic drill rig (Figure 3 and Table 2). The bore locations were east of where soils with an oily residue were seen during the initial Southwest Bank excavation and the subsequent test pits. The borings were advanced through the clean fill placed during the 2012 construction of the stormwater bioswale (to approximately +8 feet mean lower low water [MLLW]) and continued deeper (20 or 25 feet below current grade) to the area where petroleum-contaminated fill was suspected.

Each core sample was documented and photographed. Samples were collected beginning at or above the interface of the clean backfill and continuing deeper into the underlying material until at least 4 feet of soil was collected that appeared to be undisturbed and that did not contain any apparent anthropogenic materials.

## **2.2.2 Results**

Four locations did not appear to have contaminated soils (no observed staining, sheens, or anthropogenic debris). A single soil sample was selected from these locations for analysis at the same approximate elevation as a stained or possible contaminated interval in an adjacent boring.

At the remaining three locations, at least one sample was analyzed to characterize the soils within the stained horizon and at least one additional sample was analyzed to characterize soils below the stained horizon assess the potential for the deeper sediments to recontaminate the clean fill placed above it.

At sample location SPP-SB-02, a second boring was advanced adjacent to the initial borehole to collect samples from deeper soil units (i.e., SPP-SB-02B-0150 and SPP-SB-02B-0160 as shown on Table 2). All additional samples collected but not initially analyzed were archived. Field duplicate samples were not collected from the soil borings.

Soil samples were analyzed for metals, SVOCs, PCBs (Table 5), and petroleum hydrocarbons (Table 6). These results showed that soils adjacent to the bioswale did not contain elevated concentrations of metals, SVOCs, or PCBs (Table 5) relative to the Southwest Bank remedial action levels or to the uplands soil final media cleanup levels. (This will be discussed further in the 2014 Uplands Corrective Measures Study.) However, there were elevated concentrations of petroleum hydrocarbons in some samples (Table 6).

The samples were analyzed for TPH fractions rather than as diesel- and oil-range hydrocarbons to better assess their potential toxicity and their potential to leach to groundwater. Sample material from the test pit samples was also subjected to leaching tests using synthetic groundwater and a 1 to 1

mixture of groundwater and seawater to assess potential mobility. The results in Table 6 indicate the following:

- The distribution of petroleum fractions indicates that the material is a mineral oil-like product dominated by aliphatic hydrocarbons, but containing non-carcinogenic aromatics. This is shown in Table 6 and presented visually as bar charts on Figure 4.
- Using the Model Toxics Control Act TPH calculation tool, this material was found to be non-toxic to human and animal health at these concentrations. This is consistent with it being a mineral oil-like material.
- Leaching studies (Table 6) indicate that the material leaches only very low concentrations that are well below risk levels to humans and aquatic species. This is consistent with the dominant fraction being aliphatic hydrocarbons, which are known to be insoluble in water.

Based on these data, the area was further excavated to remove a majority of the material containing the oily residue; however, some of the material was left in place along the eastern edge of the excavation immediately adjacent to the bioswale in order to protect the structural integrity of the swale. EPA agreed that any residual oily material left in place did not pose a risk to humans and the environment due to its low toxicity and leaching potential. EPA approved the final footprint of excavation.

### **3.0 POST-EXCAVATION/PRE-BACKFILL BANK SAMPLING**

The post-excavation bank sampling was conducted following the requirements of the EPA-approved work plan (AMEC et al., 2012c) and quality assurance project plan (AMEC et al., 2012d) with the EPA approved modification that a unit record sample was not required within RCRA unit Outfall 16-OA22B (see Section 2.1.2).

Bank and RCRA unit record samples were collected at 17 locations (Table 7) between May and August 2013. Six sample locations (SD-PEB001 through SD-PEB006) were approximately equally spaced along the shoreline at approximately the +12 foot MLLW post-excavation/pre-backfill contour, to characterize the bank sediments left in place within the footprint of the former 2-40s building complex (Figure 5). Three additional bank sample locations were spaced along the Southwest Bank area. The three bank samples along the Southwest Bank area were collected between +7.7 feet MLLW and +1.6 feet MLLW.

RCRA unit record samples were collected at eight locations within or immediately adjacent to RCRA solid waste management units or other areas located within the footprint of the former 2-40s building complex (Figure 5). The excavated surface at the sample locations varied from +1.5 feet MLLW to -2.4 feet MLLW.

Samples representing the top 0- to 1-foot interval below the leave (post-excavation) surface were collected by hand using pre-cleaned stainless-steel spoons. A qualified field geologist described the soil/sediment unit the sample was collected from using the Universal Soil Classification. The presence of any soil structures, odors, or visible oil sheens was noted. Coordinates were obtained from the real-time kinematic (RTK) instrumented Global Positioning System on the excavators or by RTK instrumentation positioned by field personnel at the sampling locations. The required sample volume was collected from multiple locations within each excavation. If an excavator bucket was used to collect soil from the bottom of the excavation, then soil from different parts of the soil within the excavator bucket were combined to provide the required sample volume.

Bank and RCRA unit record samples were analyzed for the chemicals of concern (COCs) specified in the work plan (AMEC et al., 2012c), as well as for total solids and TOC. A second sample was collected at location SD-PEB004 (identified as SD-PEB204) as a field duplicate.

The results of the chemical analysis of the bank and RCRA unit record samples representing the 0- to 1-foot interval are presented in Table 8. The Washington Sediment Management Standards Dry Weight Sediment Quality Standards criteria (where available) provided in Table 8 for the COCs are for comparison purposes only.

## **4.0 DATA QUALITY REVIEW**

The results of the Stage 2B data validation are reported in Appendix B. The data validation found that all data submitted for validation were acceptable for use as qualified. The composite sample used for the leaching study was from frozen, archived material. Since the sample represented contaminated fill that had likely been in place since likely the 1940s, it is highly unlikely that freezing the sample for several weeks would have caused any significant change in the sample's potential for leaching.

## **5.0 WASTE MANAGEMENT**

All waste derived during this investigation was managed by Boeing in accordance with the approved work plan (AMEC et al., 2012c) and all applicable regulations. Since sampling was occurring during construction, waste generated from drilling was placed in the existing excavation waste stockpile areas for appropriate disposal.

## **6.0 REFERENCES**

- AMEC et al., (AMEC Environment & Infrastructure, Inc., Dalton, Olmsted & Fuglevand, Inc., and Floyd|Snider, Inc.). 2012a. Final Design Report, Duwamish Sediment Other Area and Southwest Bank Corrective Measure and Habitat Project, Boeing Plant 2, Seattle/Tukwila, Washington. Prepared for The Boeing Company, Seattle, Washington.
- 2012b. Final Construction Statement of Work, Duwamish Sediment Other Area and Southwest Bank Corrective Measure and Habitat Project, Boeing Plant 2, Seattle/Tukwila, Washington. Prepared for The Boeing Company, Seattle, Washington.
- 2012c. Post-Excavation Bank Sampling Work Plan, Appendix D in Final Construction Quality Assurance Project Plan, Duwamish Sediment Other Area and Southwest Bank Corrective Measure and Habitat Project, Boeing Plant 2, Seattle/Tukwila, Washington. Prepared for The Boeing Company, Seattle, Washington.
- 2012d. Construction and Post-Construction Sediment Monitoring Quality Assurance Project Plan, Appendix G in Final Construction Quality Assurance Project Plan, Duwamish Sediment Other Area and Southwest Bank Corrective Measure and Habitat Project, Boeing Plant 2, Seattle/Tukwila, Washington. Prepared for The Boeing Company, Seattle, Washington.
- AMEC and FSI (AMEC Environment & Infrastructure, Inc. and Floyd|Snider, Inc.). 2013a. South Shoreline Subsurface Environmental Characterization Work Plan, Duwamish Sediment Other Area and Southwest Bank Corrective Measure and Habitat Project, Boeing Plant 2, Seattle/Tukwila, Washington. Prepared for The Boeing Company, Seattle, Washington.
- 2013b. Addendum, South Shoreline Subsurface Environmental Characterization Work Plan, Duwamish Sediment Other Area and Southwest Bank Corrective Measure and Habitat Project, Boeing Plant 2, Seattle/Tukwila, Washington. Prepared for The Boeing Company, Seattle, Washington.
- 2013c. South Shoreline Subsurface Environmental Characterization Quality Assurance Project Plan, Duwamish Sediment Other Area and Southwest Bank Corrective Measure and Habitat Project, Boeing Plant 2, Seattle/Tukwila, Washington. Prepared for The Boeing Company, Seattle, Washington.

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**TABLES**

TABLE 1

**INITIAL RESULTS FOR SAMPLES COLLECTED  
AT THE STRETCH PRESS PIT AND OUTFALL 16<sup>1,2</sup>**  
 Post-Excavation Bank Sampling Completion Report  
 Duwamish Sediment Other Area and Southwest Bank  
 Corrective Measure and Habitat Project  
 Boeing Plant 2  
 Seattle/Tukwila, Washington

		Outfall 16						Stretch Press Pit		
					SD-PEB214 Field Duplicate of SD-PEB014					
Sample ID		SD-PEB014			SD-PEB214 Field Duplicate of SD-PEB014			SD-PEB015		
Sample Date		6/21/2013			6/21/2013			6/4/2013		
Sample Interval		0 to 1 ft			0 to 1 ft			0 to 1 ft		
Analyte	SMS SQS Criteria <sup>3</sup>	Value	Q1	Q2	Value	Q1	Q2	Value	Q1	Q2
<b>Conventionals</b>										
Total Organic Carbon (Sediment)	—	1.29		J	0.752		J	0.215		
Total Solids	—	77.18			78.47			73.83		
<b>Metals (mg/kg)</b>										
Arsenic	57	8.9		J	4.9		J	—		
Cadmium	5.1	0.6			0.5			—		
Chromium	280	99.7			89.7			—		
Copper	390	32.1		J	21.4		J	—		
Lead	450	349			345			—		
Mercury	0.41	0.11			0.11			—		
Silver	6.1	0.4	U		0.4	U		—		
Zinc	410	219		J	171		J	—		
<b>Total PCBs (µg/kg)<sup>4</sup></b>	<b>130</b>	<b>8,400</b>		<b>J</b>	<b>22,000</b>		<b>J</b>	<b>3,900</b>		

Note(s)

1. Laboratory qualifiers (Q1) are defined as follows:  
U = Indicates that the target analyte was not detected at the reported concentration.
2. Validation qualifiers (Q2) are defined as follows:  
J = Analyte was detected below the reporting limit, value should be considered estimated.
3. Criteria obtained from Table 3 of Construction and Post-Construction Sediment Monitoring Quality Assurance Project Plan (AMEC et al., 2012d).
4. Total PCBs calculated by summing detections or, if all not detected, using the highest non-detected value.

Abbreviation(s)

ft = foot / feet

mg/kg = milligrams per kilogram

PCBs = polychlorinated biphenyls

SMS = Washington Sediment Management Standards

SQS = Washington Sediment Quality Standards

µg/kg = micrograms per kilogram

**TABLE 2**  
**SOUTH SHORELINE BORING LOCATIONS AND ANALYSIS SCHEDULE**  
Post-Excavation Bank Sampling Completion Report  
Duwamish Sediment Other Area and Southwest Bank  
Corrective Measure and Habitat Project  
Boeing Plant 2  
Seattle/Tukwila, Washington

Area/Boring Location	Sample ID	Actual State Plane Coordinates (WA SPC North NAD 83; Survey Feet)		Ground Surface Elevation	Approximate Sample Elevation <sup>1</sup>	Date	Analysis Schedule
		Easting	Northing				
<b>OA22B Outfall 16</b>							
OA22B-SB-01	OA22B-SB-01-0030	1275290	196326	2.9	-0.1	7/17/2013	TOC, TS, PCBs
	OA22B-SB-01-0040	1275290	196326	2.9	-1.1	7/17/2013	TOC, TS, PCBs
	OA22B-SB-01-0050	1275290	196326	2.9	-2.1	7/17/2013	TOC, TS, PCBs
	OA22B-SB-01-0060	1275290	196326	2.9	-3.1	7/17/2013	TOC, TS, PCBs
OA22B-SB-02	OA22B-SB-02-0033	1275298	196332	4.0	0.7	7/17/2013	TOC, TS, PCBs
	OA22B-SB-02-0039	1275298	196332	4.0	0.1	7/17/2013	TOC, TS, PCBs
OA22B-SB-03	OA22B-SB-03-0016	1275283	196318	1.8	0.2	7/17/2013	TOC, TS, PCBs
	OA22B-SB-03-0020	1275283	196318	1.8	-0.2	7/17/2013	TOC, TS, PCBs
OA22B-SB-04	OA22B-SB-04-0014	1275282	196333	2.8	1.4	7/17/2013	TOC, TS, PCBs
	OA22B-SB-04-0020	1275282	196333	2.8	0.8	7/17/2013	TOC, TS, PCBs
	OA22B-SB-04-0030	1275282	196333	2.8	-0.2	7/17/2013	TOC, TS, PCBs
	OA22B-SB-04-0040	1275282	196333	2.8	-1.2	7/17/2013	TOC, TS, PCBs
OA22B-SB-05	OA22B-SB-05-0046	1275297	196319	2.8	-1.8	7/17/2013	TOC, TS, PCBs
	OA22B-SB-05-0055	1275297	196319	2.8	-2.7	7/17/2013	TOC, TS, PCBs
<b>Stretch Press Pit</b>							
SPP-SB-01	SPP-SB-01-0150	1275512	196157	11.6	-3.4	7/16/2013	TOC, TS, PCBs
	SPP-SB-01-0160	1275512	196157	11.6	-4.4	7/16/2013	TOC, TS, PCBs
	SPP-SB-01-0170	1275512	196157	11.6	-5.4	7/16/2013	TOC, TS, PCBs
	SPP-SB-01-0180	1275512	196157	11.6	-6.4	7/16/2013	TOC, TS, PCBs
	SPP-SB-01-0190	1275512	196157	11.6	-7.4	7/16/2013	TOC, TS, PCBs
SPP-SB-02	SPP-SB-02-0120	1275502	196147	11.3	-0.7	7/16/2013	TOC, TS, PCBs
	SPP-SB-02-0140	1275502	196147	11.3	-2.7	7/16/2013	TOC, TS, PCBs
	SPP-SB-02B-0150	1275502	196147	11.3	-3.7	7/17/2013	TOC, TS, PCBs
	SPP-SB-02B-0160	1275502	196147	11.3	-4.7	7/17/2013	TOC, TS, PCBs
SPP-SB-03	SPP-SB-03-0050	1275525	196173	12.3	7.3	7/16/2013	TOC, TS, PCBs
	SPP-SB-03-0060	1275525	196173	12.3	6.3	7/16/2013	TOC, TS, PCBs
	SPP-SB-03-0070	1275525	196173	12.3	5.3	7/16/2013	TOC, TS, PCBs
SPP-SB-04	SPP-SB-04-0065	1275495	196168	11.3	4.8	7/16/2013	TOC, TS, PCBs
	SPP-SB-04-0075	1275495	196168	11.3	3.8	7/16/2013	TOC, TS, PCBs
SPP-SB-05	SPP-SB-05-0050	1275525	196142	11.9	6.9	7/16/2013	TOC, TS, PCBs
	SPP-SB-05-0060	1275525	196142	11.9	5.9	7/16/2013	TOC, TS, PCBs
	SPP-SB-05-0070	1275525	196142	11.9	4.9	7/16/2013	TOC, TS, PCBs
	SPP-SB-05-0080	1275525	196142	11.9	3.9	7/16/2013	TOC, TS, PCBs
<b>Southwest Bank—Bioswale</b>							
SWB-SB-01	SWB-SB-01-0137	1275660	195992	19.4	5.7	7/15/2013	TOC, TS, PCBs, SMS Metals, SVOCs, TPH, VPH, EPH
	SWB-SB-01-0145	1275660	195992	19.4	4.9	7/15/2013	TOC, TS, PCBs, SMS Metals, SVOCs, TPH, VPH, EPH
SWB-SB-02	SWB-SB-02-0130	1275678	195975	19.4	6.4	7/15/2013	TOC, TS, PCBs, SMS Metals, SVOCs, TPH, VPH, EPH
	SWB-SB-02-0140	1275678	195975	19.4	5.4	7/15/2013	TOC, TS, PCBs, SMS Metals, SVOCs, TPH, VPH, EPH
	SWB-SB-02-0150	1275678	195975	19.4	4.4	7/15/2013	TOC, TS, PCBs, SMS Metals, SVOCs, TPH, VPH, EPH
SWB-SB-03	SWB-SB-03-0130	1275697	195957	19.4	6.4	7/15/2013	TOC, TS, PCBs, SMS Metals, SVOCs, TPH, VPH, EPH
SWB-SB-04	SWB-SB-04-0140	1275717	195941	19.5	5.5	7/16/2013	TOC, TS, PCBs, SMS Metals, SVOCs, TPH, VPH, EPH
SWB-SB-05	SWB-SB-05-0150	1275734	195924	19.5	4.5	7/16/2013	TOC, TS, PCBs, SMS Metals, SVOCs, TPH, VPH, EPH
	SWB-SB-05-0160	1275734	195924	19.5	3.5	7/15/2013	TOC, TS, PCBs, SMS Metals, SVOCs, TPH, VPH, EPH
SWB-SB-06	SWB-SB-06-0140	1275751	195908	19.6	5.6	7/17/2013	TOC, TS, PCBs, SMS Metals, SVOCs, TPH, VPH, EPH
SWB-SB-07	SWB-SB-07-0130	1275642	196009	19.4	6.4	7/17/2013	TOC, TS, PCBs, SMS Metals, SVOCs, TPH, VPH, EPH

Note(s)

1. Soil samples represent interval approximately 1 foot or less below the approximate sample elevation.

Abbreviation(s)

AOC = area of concern

NAD = North American Datum

TOC = total organic carbon

COC = chemical of concern

OA = Other Area

TPH = total petroleum hydrocarbons

DCE = dichloroethene

PCBs = polychlorinated biphenyls

TS = total solids

EPH = extractable petroleum hydrocarbons

SMS = Sediment Management Standards

VC = vinyl chloride

ft = foot / feet

SVOCs = semivolatile organic compounds

VPH = volatile petroleum hydrocarbons

MLLW = mean lower low water

TCE = trichloroethene

WA SPC = Washington State Plane Coordinates

TABLE 3

**STRETCH PRESS PIT AND OUTFALL 16 SOIL BORINGS PCB RESULTS<sup>1,2</sup>**

Post-Excavation Bank Sampling Completion Report  
 Duwamish Sediment Other Area and Southwest Bank  
 Corrective Measure and Habitat Project  
 Boeing Plant 2  
 Seattle/Tukwila, Washington

Area/Boring Location	Sample ID	Analyte	Total Organic Carbon			Total Solids			Total PCBs (µg/kg) <sup>4</sup>		
		SMS SQS Criteria <sup>3</sup>	—			—			130		
		Sample Depth (ft below sediment surface)	Value	Q1	Q2	Value	Q1	Q2	Value	Q1	Q2
<b>OA22B Outfall 16</b>											
OA22B-SB-01	OA22B-SB-01-0030	3 to 4	3.23			76.7			3,900		
	OA22B-SB-01-0040	4 to 5	0.161			78.83			5,800		
	OA22B-SB-01-0050	5 to 6	0.13			79.03			320		
	OA22B-SB-01-0060	6 to 7	0.129			80.86			160		
OA22B-SB-02	OA22B-SB-02-0033	3.3 to 3.9	2.05			78.73			350		
	OA22B-SB-02-0039	3.9 to 4.0	0.252			80.26			82		
OA22B-SB-03	OA22B-SB-03-0016	1.6 to 2.0	0.218			78.68			330		
	OA22B-SB-03-0020	2.0 to 3.0	0.096			78.62			8.8		J
OA22B-SB-04	OA22B-SB-04-0014	1.4 to 2.0	1.93			63.36			14,000		
	OA22B-SB-04-0020	2 to 3	3.32			80.95			23,000		
	OA22B-SB-04-0030	3 to 4	2.19			74.09			920		
	OA22B-SB-04-0040	4 to 5	1.13			79.26			15		
OA22B-SB-05	OA22B-SB-05-0046	4.6 to 5.5	0.21			80.24			57		
	OA22B-SB-05-0055	5.5 to 6.5	1.11			82.1			26		
<b>Stretch Press Pit</b>											
SPP-SB-01	SPP-SB-01-0150	15 to 16	0.123			80.56			690		
	SPP-SB-01-0160	16 to 17	0.101			79.84			1,200		
	SPP-SB-01-0170	17 to 18	0.197			77.99			670		
	SPP-SB-01-0180	18 to 19	0.101			78.48			760		
	SPP-SB-01-0190	19 to 20	0.091			76.91			62		
SPP-SB-02	SPP-SB-02-0120	12 to 13	0.25			76.68			700		
	SPP-SB-02-0140	14 to 15	0.159			78.46			168		
	SPP-SB-02B-0150	15 to 16	0.131			80.11			30.2		
	SPP-SB-02B-0160	16 to 17	0.108			78.51			17		
SPP-SB-03	SPP-SB-03-0050	5 to 6	0.242			79.74			4.7		UY
	SPP-SB-03-0060	6 to 7	0.131			78.32			3.9	U	
	SPP-SB-03-0070	7 to 8	0.11			79.98			3.9	U	

TABLE 3

**STRETCH PRESS PIT AND OUTFALL 16 SOIL BORINGS PCB RESULTS<sup>1,2</sup>**

Post-Excavation Bank Sampling Completion Report  
 Duwamish Sediment Other Area and Southwest Bank  
 Corrective Measure and Habitat Project  
 Boeing Plant 2  
 Seattle/Tukwila, Washington

Area/Boring Location	Sample ID	Analyte	Total Organic Carbon			Total Solids			Total PCBs ( $\mu\text{g}/\text{kg}$ ) <sup>4</sup>		
		SMS SQS Criteria <sup>3</sup>	—			—			130		
		Sample Depth (ft below sediment surface)	Value	Q1	Q2	Value	Q1	Q2	Value	Q1	Q2
<b>Stretch Press Pit (cont.)</b>											
SPP-SB-04	SPP-SB-04-0065	6.5 to 7.5	0.127			80.79			3.9	J	
	SPP-SB-04-0075	7.5 to 8.5	0.063			79.95			3.9	U	
SPP-SB-05	SPP-SB-05-0050	5 to 6	0.209			75.22			9.5		UY
	SPP-SB-05-0060	6 to 7	0.173			79.32			3.8	U	
	SPP-SB-05-0070	7 to 8	0.573			77.78			20		UY
	SPP-SB-05-0080	8 to 9	0.076			80.52			3.8	U	

Note(s)

1. Laboratory qualifiers (Q1) are defined as follows:  
 U = Indicates that the target analyte was not detected at the reported concentration.
2. Validation qualifiers (Q2) are defined as follows:  
 J = Analyte was detected below the reporting limit, value should be considered estimated.  
 UY = Analyte not detected at the reporting limit provided. Reporting limit raised due to chromatographic interferences.
3. Criteria obtained from Table 3 of Construction and Post-Construction Sediment Monitoring Quality Assurance Project Plan (AMEC et al., 2012d).
4. Total PCBs calculated by summing detections or, if all not detected, using the highest non-detected value.

Abbreviation(s)

ft = foot / feet

PCBs = polychlorinated biphenyls

SMS SQS = Washington Sediment Management Standards Sediment Quality Standards (173-204-320 WAC)

 $\mu\text{g}/\text{kg}$  = micrograms per kilogram

WAC = Washington Administrative Code

TABLE 4

**ANALYTICAL RESULTS FOR TEST PITS<sup>1,2</sup>**  
 Post-Excavation Bank Sampling Completion Report  
 Duwamish Sediment Other Area and Southwest Bank  
 Corrective Measure and Habitat Project  
 Boeing Plant 2  
 Seattle/Tukwila, Washington

Analyte	SMS SQS Dry-Weight Equivalent <sup>3</sup>	Sample ID Location Sample Date	TP-MISC-01-053013			TP-MISC-02-053013			TP-MISC-03-053013		
			TP-1			TP-2			TP-3		
			5/30/2013			5/30/2013			5/30/2013		
Analyte	SMS SQS Dry-Weight Equivalent <sup>3</sup>		Value	Q1	Q2	Value	Q1	Q2	Value	Q1	Q2
<b>Total Metals (mg/kg)</b>											
Arsenic	57		4.2		J	1.8			2.5		
Barium	—		53.7			87.5			49.0		
Cadmium	5.1		4.6		J	1.4			0.1	U	
Chromium	260		66.3		J	23.3			16.4		
Copper	390		28.1			20.3			19.9		
Lead	450		4,190		J	10.5			2.4		
Mercury	0.41		0.03	U		0.02	U		0.03	U	
Selenium	—		0.6	U		0.6	U		0.6	U	
Silver	6.1		0.2	U		0.2	U		0.3	U	
Zinc	410		40			50			35		
<b>Semivolatile Organic Compounds (µg/kg)</b>											
1,2,4-Trichlorobenzene	31		5	U		5	U		4.7	U	
1,2-Dichlorobenzene	35		5	U		5	U		4.7	U	
1,3-Dichlorobenzene	—		5	U		5	U		4.7	U	
1,4-Dichlorobenzene	110		5	U		5	U		4.7	U	
1-Methylnaphthalene	—		20	U		20	U		19	U	
2,2'-Oxybis(1-Chloropropane)	—		20	U		20	U		19	U	
2,4,5-Trichlorophenol	—		99	U		100	U		93	U	
2,4,6-Trichlorophenol	—		99	U		100	U		93	U	
2,4-Dichlorophenol	—		200	U		200	U		190	U	
2,4-Dimethylphenol	29		9.3	J		20	U		19	U	
2,4-Dinitrophenol	—		840	U		860	U		790	U	
2,4-Dinitrotoluene	—		99	U		100	U		93	U	
2,6-Dinitrotoluene	—		99	U		100	U		93	U	
2-Chloronaphthalene	—		20	U		20	U		19	U	
2-Chlorophenol	—		20	U		20	U		19	U	
2-Methylnaphthalene	670		20	U		20	U		19	U	
2-Methylphenol	63		5	U		5.2			4.7	U	
2-Nitroaniline	—		99	U		100	U		93	U	
2-Nitrophenol	—		99	U		100	U		93	U	
3-Nitroaniline	—		99	U	UJ	100	U	UJ	93	U	UJ
4,6-Dinitro-2-Methylphenol	—		200	U		200	U		190	U	
4-Bromophenyl-phenylether	—		20	U		20	U		19	U	
4-Chloro-3-methylphenol	—		99	U		100	U		93	U	
4-Chloroaniline	—		270	U		270	U		250	U	
4-Chlorophenyl-phenylether	—		20	U		20	U		19	U	
4-Methylphenol	670		50			35			19	U	
4-Nitroaniline	—		99	U		100	U		93	U	
4-Nitrophenol	—		99	U		100	U		93	U	

TABLE 4

**ANALYTICAL RESULTS FOR TEST PITS<sup>1,2</sup>**  
 Post-Excavation Bank Sampling Completion Report  
 Duwamish Sediment Other Area and Southwest Bank  
 Corrective Measure and Habitat Project  
 Boeing Plant 2  
 Seattle/Tukwila, Washington

Analyte	SMS SQS Dry-Weight Equivalent <sup>3</sup>	Sample ID		TP-MISC-01-053013			TP-MISC-02-053013			TP-MISC-03-053013			
		Location	Sample Date	TP-1			TP-2			TP-3			
				5/30/2013			5/30/2013			5/30/2013			
Analyte	SMS SQS Dry-Weight Equivalent <sup>3</sup>	Value	Q1	Q2	Value	Q1	Q2	Value	Q1	Q2	Value	Q1	Q2
<b>Semivolatile Organic Compounds (µg/kg) (cont.)</b>													
Acenaphthene	500	15	J		20	U		19	U				
Acenaphthylene	1300	20	U		20	U		19	U				
Aniline	—	540	U		540	U		500	U				
Anthracene	960	20	U		20	U		19	U				
Benzo(a)anthracene	1,300	20	U		21			19	U				
Benzo(a)pyrene	1,600	20	U		17	J		19	U				
Benzo(b)fluoranthene	—	20	U		20	U		19	U				
Benzo(g,h,i)perylene	670	20	U		20	U		19	U				
Benzo(k)fluoranthene	—	20	U		20	U		19	U				
Benzoic Acid	650	400	U		400	U		370	U				
Benzyl Alcohol	57	20	U		20	U		19	U				
bis(2-Chloroethoxy) Methane	—	20	U		20	U		19	U				
Bis-(2-Chloroethyl) Ether	—	20	U		20	U		19	U				
Bis(2-ethylhexyl)phthalate	1,300	25	U		25	U		23	U				
Butylbenzylphthalate	63	5	U		5	U		3.2	J				
Carbazole	—	20	U	UJ	20	U	UJ	19	U	UJ			
Chrysene	1,400	20	U		100			19	U				
Dibenz(a,h)Anthracene	230	5	U		5	U		4.7	U				
Dibenzofuran	540	17	J		20	U		19	U				
Diethylphthalate	200	50	U		50	U		47	U				
Dimethylphthalate	71	6.7			4.3	J		4.7	U				
Di-n-Butylphthalate	1,400	20	U		20	U		19	U				
Di-n-Octyl phthalate	6,200	20	U		58			19	U				
Fluoranthene	1,700	54			72			19	U				
Fluorene	540	41			24			19	U				
Hexachlorobenzene	22	5	U		5	U		4.7	U				
Hexachlorobutadiene	11	5	U		5	U		4.7	U				
Hexachlorocyclopentadiene	—	400	U		400	U		370	U				
Hexachloroethane	—	20	U		20	U		19	U				
Indeno(1,2,3-cd)pyrene	600	20	U		20	U		19	U				
Isophorone	—	20	U		20	U		19	U				
Naphthalene	2,100	99			53			19	U				
Nitrobenzene	—	20	U		20	U		19	U				
N-Nitrosodimethylamine	—	99	U		100	U		93	U				
N-Nitroso-Di-N-Propylamine	—	20	U		20	U		19	U				
N-Nitrosodiphenylamine	28	52			34			19	U				
Pentachlorophenol	360	50	U		50	U		47	U				
Phenanthrene	1,500	220			150			19	U				
Phenol	420	23			33			19	U				
Pyrene	2,600	69			110			19	U				
Total Benzofluoranthenes	3,200	28	J		30	J		37	U				

**TABLE 4**

**ANALYTICAL RESULTS FOR TEST PITS<sup>1,2</sup>**  
 Post-Excavation Bank Sampling Completion Report  
 Duwamish Sediment Other Area and Southwest Bank  
 Corrective Measure and Habitat Project  
 Boeing Plant 2  
 Seattle/Tukwila, Washington

Analyte	SMS SQS Dry-Weight Equivalent <sup>3</sup>	Sample ID	TP-MISC-01-053013			TP-MISC-02-053013			TP-MISC-03-053013		
		Location	TP-1			TP-2			TP-3		
		Sample Date	5/30/2013			5/30/2013			5/30/2013		
			Value	Q1	Q2	Value	Q1	Q2	Value	Q1	Q2
<b>Polychlorinated Biphenyls (µg/kg)</b>											
Aroclor 1016	—	—	4	U	—	3.8	U	—	3.9	U	—
Aroclor 1221	—	—	4	U	—	3.8	U	—	3.9	U	—
Aroclor 1232	—	—	10	Y	UY	3.8	U	—	3.9	U	—
Aroclor 1242	—	—	4	U	—	3.8	U	—	3.9	U	—
Aroclor 1248	—	—	4	U	—	4.7	Y	UY	3.9	U	—
Aroclor 1254	—	—	10	Y	UY	9.4	Y	UY	3.9	U	—
Aroclor 1260	—	—	30	Y	UY	19	Y	UY	3.9	U	—
PCBs (Total Aroclors) <sup>4</sup>	130	—	30	UY	—	19	UY	—	3.9	U	—
<b>Total Petroleum Hydrocarbons (mg/kg)</b>											
Diesel-range TPH	—	—	1,200	—	—	810	—	—	6.6	U	—
Motor Oil-range TPH	—	—	2,400	—	—	1,800	—	—	13	U	—
Bunker C-like TPH	—	—	6,700	—	—	5,000	—	—	27	—	—

Note(s)

- Laboratory qualifiers (Q1) are defined as follows:
  - J = Analyte was detected below the reporting limit, value should be considered estimated.
  - Y = analyte not detected at the reporting limit provided. The reporting limit is raised due to chromatographic interferences.
  - U = Indicates that the target analyte was not detected at the reported concentration.
- Validation qualifiers (Q2) are defined as follows:
  - J = Analyte was detected below the reporting limit, value should be considered estimated.
  - UJ = The material was analyzed for, but was not detected. The associated value is an estimate and may be inaccurate or imprecise.
  - UY = Analyte not detected at the reporting limit provided. Reporting limit raised due to chromatographic interferences.
- Criteria obtained from Table 3 of Construction and Post-Construction Sediment Monitoring Quality Assurance Project Plan (AMEC et al., 2012d).
- Total PCBs calculated by summing detections or, if all not detected, using the highest non-detected value.

Abbreviation(s)

g = grams  
 mg/kg = milligrams per kilogram  
 SMS = Washington Sediment Management Standards

SQS = Washington Sediment Quality Standards  
 µg/kg = micrograms per kilogram  
 — = no SQS criterion

TABLE 5

ANALYTICAL RESULTS FOR SOUTHWEST BANK SOIL BORINGS<sup>1,2</sup>

Post-Excavation Bank Sampling Completion Report  
 Duwamish Sediment Other Area and Southwest Bank  
 Corrective Measure and Habitat Project  
 Boeing Plant 2  
 Seattle/Tukwila, Washington

Analyte	Sample ID Location Sample Interval Sample Date	SWB-SB-01-0137		SWB-SB-01-0145		SWB-SB-02-0130		SWB-SB-02-0140		SWB-SB-02-0150		SWB-SB-03-0130		SWB-SB-04-0140		SWB-SB-05-0150		SWB-SB-05-0160		SWB-SB-06-0140		SWB-SB-07-0130		
		SWB-SB-01		SWB-SB-01		SWB-SB-02		SWB-SB-02		SWB-SB-02		SWB-SB-03		SWB-SB-04		SWB-SB-05		SWB-SB-05		SWB-SB-06		SWB-SB-07		
		13.7 to 14.5 ft		14.5 to 15.4 ft		13 to 14 ft		14 to 15 ft		15 to 16 ft		13 to 14 ft		14 to 15 ft		15 to 16 ft		16 to 17 ft		14 to 15 ft		13 to 14 ft		
		7/15/2013	7/15/2013	7/15/2013	7/15/2013	7/15/2013	7/15/2013	7/15/2013	7/15/2013	7/15/2013	7/16/2013	7/15/2013	7/16/2013	7/16/2013	7/16/2013	7/16/2013	7/15/2013	7/15/2013	7/17/2013	7/17/2013	7/17/2013	7/17/2013		
Analyte		SMS SQS Dry-Weight Equivalent <sup>3</sup>	Value	Q1	Q2	Value	Q1	Q2	Value	Q1	Q2	Value	Q1	Q2	Value	Q1	Q2	Value	Q1	Q2	Value	Q1	Q2	
<b>Conventionals</b>																								
Total Organic Carbon	—	0.559		0.478		0.643		0.266		0.477		0.133		0.566		0.24		0.14		0.172		0.28		
Total Solids	—	75.56		73.32		80.95		83.31		77.39		83.61		80.74		81.59		80.88		78.87		72.9		
<b>Total Metals (mg/kg)</b>																								
Arsenic	57	2.3		3.1		7		4		2.6		0.7		4.5		1.6		1		1.7		2.8		
Cadmium	5.1	0.3		0.3		0.2		0.2		0.2	U	0.2	U	0.3		0.2	U	0.2	U	0.3		0.3	U	
Chromium	260	16		13.9		10.6		9.8		11.4		10		17.3		16		12		10.9		16		
Copper	390	20.8		19.1		9.9		7.1		8.8		7.8		13.4		24.6		8.8		7.6		19.6		
Lead	450	2 U		3 U		2 U		2 U		2 U		2 U		52		2 U		2 U		2 U		3 U		
Mercury	0.41	0.03		0.02	U	0.02	U	0.02	U	0.02	U	0.03	U	0.03		0.02	U	0.02	U	0.02	U	0.03		
Silver	6.1	0.4 U		0.4 U		0.4 U		0.4 U		0.4 U		0.3 U		0.3 U		0.4 U		0.3 U		0.4 U		0.4 U		
Zinc	410	31		25		27		21		24		18		33		26		20		29		24		
<b>Semivolatile Organic Compounds (µg/kg)</b>																								
1,2,4-Trichlorobenzene	31	4.9 U		4.7 U		4.7 U		4.6 U		4.8 U		4.7 U		4.7 U		7.5 U		4.7 U		4.9 U		4.7 U		
1,2-Dichlorobenzene	35	4.9 U		4.7 U		4.7 U		4.7 U		4.6 U		4.8 U		4.7 U		7.5 U		4.7 U		4.9 U		4.7 U		
1,4-Dichlorobenzene	110	3 J		4.7 U		4.7 U		2.3 J		4.8 U		4.7 U		4.7 U		7.5 U		4.7 U		9.7 J		4.9		
2,4-Dimethylphenol	29	20 U		19 U		19 U		18 U		19 U		19 U		19 U		19 U		160		19 U		19 U		
2-Methylnaphthalene	670	20 U		19 U		19 U		18 U		26		19 U		19 U		810		260		18 J		19 U		
2-Methylphenol	63	3.5 J		4.7 U		4.7 U		4.6 U		4.8 U		4.7 U		4.7 U		7.5 U		4.7 U		2.8 J		3.4 J		
4-Methylphenol	670	20 U		19 U		19 U		18 U		19 U		19 U		19 U		30 U		19 U		19 U		19 U		
Acenaphthene	500	20 U		19 U		19 U		18 U		19 U		19 U		19 U		240		81		19 U		19 U		
Acenaphthylene	1,300	20 U		19 U		19 U		18 U		19 U		19 U		19 U		30 U		19 U		19 U		19 U		
Anthracene	960	20 U		19 U		19 U		18 U		19 U		19 U		19 U		130		63		19 U		19 U		
Benz(a)anthracene	1,300	20 U		19 U		19 U		18 U		19 U		19 U		19 U		30 U		19 U		19 U		19 U		
Benz(a)pyrene	1,600	20 U		19 U		19 U		18 U		19 U		19 U		19 U		30 U		19 U		19 U		19 U		
Benz(g,h,i)perylene	670	20 U		19 U		19 U		18 U		19 U		19 U		19 U		30 U		19 U		19 U		19 U		
Benzoic Acid	650	390 U		380 U		380 U		370 U		380 U		380 U		380 U		600 U		380 U		390 U		370 U		
Benzyl Alcohol	57	20 U		19 U		19 U		18 U		19 U		19 U		19 U		30 U		19 U		19 U		18 J		
Bis(2-ethylhexyl)phthalate	1,300	25 U		24 U		24 U		23 U		86		24 U		24 U		100		38		46		23 U		
Butylbenzylphthalate	63	11		4.7 U		6.8		4.6 U		4.8 U		4.7 U		4.7 U		7.5 U		4.7 U		4.9 U		8		
Chrysene	1,400	20 U		19 U		19 U		18 U		19 U		19 U		19 U		20 J		19 U		19 U		19 U		
Dibenz(a,h)Anthracene	230	4.9 U		4.7 U		4.7 U		4.6 U																

TABLE 6

PETROLEUM HYDROCARBON ANALYSES FOR SOUTHWEST BANK SOIL BORINGS<sup>1</sup>

Post-Excavation Bank Sampling Completion Report  
 Duwamish Sediment Other Area and Southwest Bank  
 Corrective Measure and Habitat Project  
 Boeing Plant 2  
 Seattle/Tukwila, Washington

Location Description	Leaching Tests on Test Pit Material Near Bioswale																			
	Salt Water Extract		Fresh Water Extract			SWB-SB-01		SWB-SB-02		SWB-SB-03		SWB-SB-04		SWB-SB-05		SWB-SB-06		SWB-SB-07		
Location	TP-MISC-01-02-COMP		Value	Q1	Value	Q1	Value	Q1	Value	Q1	Value	Q1	Value	Q1	Value	Q1	Value	Q1	Value	Q1
Date	5/30/2013		5/30/2013		5/30/2013		7/15/2013		7/15/2013		7/15/2013		7/15/2013		7/16/2013		7/16/2013		7/16/2013	
Petroleum Analytes	mg/kg	µg/L	mg/kg	µg/L	mg/kg	µg/L	mg/kg	µg/L	mg/kg	µg/L	mg/kg	µg/L	mg/kg	µg/L	mg/kg	µg/L	mg/kg	µg/L	mg/kg	
AL_EC >5-6	7	U	50	U	100		15	U	12	U	14	U	15	U	10	U	9.9	U	11	U
AL_EC >6-8	9.7		50	U	50	U	15	U	15	U	14	U	15	U	10	U	9.9	U	11	U
AL_EC >8-10	7	U	50	U	42		64		4.4		87		14	U	12		10	U	9.9	U
AL_EC >10-12	210		40	U	40	U	400		2.6	U	180		14	U	110		10	U	9.9	U
AL_EC >12-16	120		40	U	40	U	68		2.6	U	71		2.4	U	5.4		2.3	U	150	
AL_EC >16-21	190		40	U	40	U	120		2.6	U	86		2.4	U	13		2.3	U	750	E
AL_EC >21-34	1,500		40	U	40	U	630		4.4		780		2.4	U	110		2.3	U	72	
AR_EC >8-10	180		50	U	50	U	320		15	U	130		14	U	71		10	U	9.9	U
AR_EC >10-12	91		82		98		140		15	U	43		14	U	31		10	U	9.9	U
AR_EC >12-16	8.7		40	U	40	U	3.2		2.6	U	3.5		2.4	U	2.3		2.3	U	220	
AR_EC >16-21	96		40	U	40	U	54		2.6	U	35		2.4	U	6.2		2.3	U	530	
AR_EC >21-34	530		40	U	40	U	230		2.6	U	230		2.4	U	33		2.3	U	51	
Benzene	0.7	U	5	U	5	U	1.5	U	1.5	U	1.2	U	1.4	U	1.5	U	1	U	0.99	U
Toluene	0.7	U	5	U	5	U	1.5	U	1.5	U	1.2	U	1.4	U	1.5	U	1	U	0.99	U
Ethylbenzene	2.1		5	U	5	U	3.3		1.5	U	1.2	U	1.4	U	1.5	U	1	U	0.99	U
Total xylenes	1.6		10	U	10	U	3.7		2.9	U	1.4		2.8	U	3	U	2	U	2	U
Naphthalene	NA		0.1	U	0.1	U	0.01	J	0.009	J	0.019	U	0.018	U	0.061		0.019	U	0.019	U
1-Methylnaphthalene	NA		0.1	U	0.1	U														
2-Methylnaphthalene	NA		0.1	U	0.1	U	0.02	U	0.019	U	0.019	U	0.018	U	0.026		0.019	U	0.019	U
n-Hexane	0.7	U	5	U	5	U	1.5	U	1.5	U	1.2	U	1.4	U	1.5	U	1	U	0.99	U
MTBE	0.7	U	NA		NA		1.5	U	1.5	U	1.2	U	1.4	U	1.5	U	1	U	0.99	U
cPAH TEQ (ND=0)	NA		0.1	U	0.1	U	0.02	U	0.019	U	0.019	U	0.018	U	0.019	U	0.0015	J	0.0002	J
Summary Results (Concentration)	mg/kg	µg/L	µg/L	mg/kg	mg/kg	mg/kg	mg/kg	mg/kg	mg/kg	mg/kg	mg/kg	mg/kg	mg/kg	mg/kg	mg/kg	mg/kg	mg/kg	mg/kg	mg/kg	mg/kg
TPH (summed fractions) (mg/kg)	2,900	82	240	2,029	9	1,600	0.0	390	ND		2.4		3,200		2,400		17		ND	
Diesel-range TPH (mg/kg)	6.6	U			490	17	520	6	U	520	6.1	U	8.6		3,000		660		21	
Motor Oil-range TPH (mg/kg)	13	U			680	46	1,200	12	U	1,200	12	U	23		42		13		25	
Bunker C-like TPH (mg/kg)	27				1800	89	2,600	16		2,600	12	U	43		4,700		1000		41	
																			47	

## Note(s)

- Laboratory qualifiers (Q1) are defined as follows:  
 E = Estimated concentration calculated for an analyte response above the valid instrument calibration range.  
 J = Analyte was detected below the reporting limit, value should be considered estimated.  
 U = Indicates that the target analyte was not detected at the reported concentration.

## Abbreviation(s)

- AL\_EC = aliphatic hydrocarbons extended carbon range  
 AR\_EC = aromatic hydrocarbon extended carbon range  
 cPAH = carcinogenic polycyclic aromatic hydrocarbons  
 mg/kg = milligrams per kilogram  
 MTBE = Methyl tertiary butyl ether

- NA = not available  
 ND = not detected  
 TEQ = toxic equivalency concentration  
 TPH = total petroleum hydrocarbons  
 µg/L = micrograms per liter

TABLE 7

## BANK AND RCRA UNIT SAMPLING LOCATIONS, ANALYSIS SCHEDULE, AND SOIL/SEDIMENT DESCRIPTION

Post-Excavation Bank Sampling Completion Report  
 Duwamish Sediment Other Area and Southwest Bank  
 Corrective Measure and Habitat Project

Boeing Plant 2  
 Seattle/Tukwila, Washington

RCRA Unit/Area	Sample ID	Proposed State Plane Coordinates (WA SPC North NAD 83; Survey Feet)		Actual State Plane Coordinates (WA SPC North NAD 83; Survey Feet)		Approximate Sample Elevation <sup>1</sup> ft (MLLW)	Time	Date	Analysis Schedule <sup>2</sup>	Soil Description
		Easting	Northing	Easting	Northing					
Bank Samples in the 2-40s Area	SD-PEB001	1274788	196850	1274788	196850	12.00	12:05:00 PM	7/2/2013	TOC, TS, PCBs, SMS Metals	Moist, dark brown to reddish brown, fine SAND, trace silt
	SD-PEB002	1274921	196729	1274907	196744	13.99	12:25:00 PM	7/2/2013	TOC, TS, PCBs, SMS Metals	Moist, dark brown to reddish brown, fine SAND, trace silt
	SD-PEB003	1275036	196625	1275036	196625	12.00	6:20:00 AM	6/19/2013	TOC, TS, PCBs, SMS Metals	Moist, dark brown, fine to medium SAND, trace silt
	SD-PEB004 <sup>3</sup>	1275170	196505	1275170	196505	12.00	10:35:00 AM	6/18/2013	TOC, TS, PCBs, SMS Metals	Moist, dark brown, fine to medium SAND, trace silt
	SD-PEB204 <sup>3</sup>	1275170	196505	1275170	196505	12.00	10:38:00 AM	6/18/2013	TOC, TS, PCBs, SMS Metals	Moist, dark brown, fine to medium SAND, trace silt
	SD-PEB005	1275303	196384	1275303	196384	12.00	11:30:00 AM	6/18/2013	TOC, TS, PCBs, SMS Metals	Medium stiff, moist dark brown w/ iron-oxide staining, fine sandy SILT varying to SILT with some fine sand
	SD-PEB006	1275437	196264	1275437	196264	12.00	2:50:00 PM	5/31/2013	TOC, TS, PCBs, SMS Metals	Moist, dark brown, fine to medium SAND, trace silt
SWMU 2-41.36 Underflow Flume	SD-PEB010	1274806	196792	1274794	196785	-1.97	10:56:00 AM	7/8/2013	TOC, TS, PCBs	Black, fine to medium SAND with a trace of silt
SWMU 2-41.35 Quench Tanks	SD-PEB011	1274876	196721	1274870	196727	-2.37	2:05:00 PM	7/9/2013	TOC, TS, PCBs, SMS Metals	Wet, dark gray fine to medium SAND, trace silt
OA 20: Outfall #23 Area	SD-PEB012	1274934	196646	1274937	196647	-1.83	2:30:00 PM	6/27/2013	TOC, TS, PCBs, SMS Metals	Loose, saturated, light gray, fine to medium SAND with some silt
AOC 2-41.29: TCE Degreaser	SD-PEB013	1274966	196638	1274966	196644	0.42	2:00:00 PM	6/27/2013	TOC, TS, TCE, VC, and DCE Isomers	Loose, saturated, mottled light to dark gray, fine to medium SAND with some silt
OA 22B: Outfall #16 Area	SD-PEB014 <sup>3</sup>	1275290	196326	After re-excavation of the area (see Section 2.1 of the report) no additional samples were collected						
	SD-PEB214 <sup>3</sup>	1275290	196326							

TABLE 7

## BANK AND RCRA UNIT SAMPLING LOCATIONS, ANALYSIS SCHEDULE, AND SOIL/SEDIMENT DESCRIPTION

Post-Excavation Bank Sampling Completion Report  
 Duwamish Sediment Other Area and Southwest Bank  
 Corrective Measure and Habitat Project

Boeing Plant 2  
 Seattle/Tukwila, Washington

RCRA Unit/Area	Sample ID	Proposed State Plane Coordinates (WA SPC North NAD 83; Survey Feet)		Actual State Plane Coordinates (WA SPC North NAD 83; Survey Feet)		Approximate Sample Elevation <sup>1</sup> ft (MLLW)	Time	Date	Analysis Schedule <sup>2</sup>	Soil Description
		Easting	Northing	Easting	Northing					
2-49 Stretch Press Pit	SD-PEB015	1275513	196159							After re-excavation of the area (see Section 2.1 of the report) additional samples were collected at SD-SPP099 and SD-SPP100
	SD-SPP099	—	—	1275503	196146	-6.28	9:30:00 AM	8/18/2013	TOC, TS, PCBs	Loose, saturated, dark gray, medium to coarse SAND with some fine gravel and trace to some silt
	SD-SPP100	—	—	1275506	196153	-6.27	9:35:00 AM	8/18/2013	TOC, TS, PCBs	Loose, saturated, dark gray, medium to coarse SAND with some fine gravel and trace silt
OA 22A: Outfall #14 Area	SD-PEB016	1275447	196162	1275444	196164	0.93	10:15:00 AM	6/21/2013	TOC, TS, PCBs, SMS Metals	Wet, dark gray fine to medium SAND, trace silt
OA 19: Outfall #12	SD-PEB017	1275474	196121	1275475	196127	0.50	12:00:00 PM	6/9/2013	TOC, TS, PCBs, SMS Phthalates,	Wet, dark gray fine to medium SAND, trace silt
Southwest Bank	SD-PEB007	1275565	196043	1275565	196043	7.70	9:15:00 AM	6/7/2013	TOC, TS, PCBs, SMS Metals, SMS Phthalates	Moist, dark brown to reddish brown, fine to medium SAND, trace silt
	SD-PEB008	1275652	195960	1275657	195953	3.38	10:15:00 AM	8/19/2013	TOC, TS, PCBs, SMS Metals, SMS Phthalates	Loose, moist, tan with some orange mottling, fine to medium SAND with some silt
	SD-PEB009	1275742	195879	1275742	195880	1.59	10:50:00 AM	8/19/2013	TOC, TS, PCBs, SMS Metals, SMS Phthalates	Loose, wet, gray to grayish tan, medium SAND with trace to some silt

Note(s)

1. Soil samples represent interval approximately 1 foot or less below the freshly excavated surface.
2. The COCs listed on this table are based on the following:  
 The list of COCs that were identified as potential contaminants during the original RFI process.  
 Results of RFI, Data Gaps, and Underbuilding Investigations were then used to eliminate or expand the list of COCs.  
 Detected COCs that did not have SMS criteria, such as TCE, were retained for information purposes.
3. Duplicate sample.

Abbreviation(s)

AOC = area of concern  
 COCs = chemical of concerns  
 DCE = dichloroethene  
 ft = foot / feet  
 MLLW = mean lower low water  
 NAD = North American Datum

OA = Other Area  
 PCBs = polychlorinated biphenyls  
 RCRA = Resource Conservation Recovery Act  
 RFI = RCRA Facility Investigation  
 SMS = Washington Sediment Management Standards  
 SWMU = solid waste management unit

TCE = trichloroethene  
 TOC = total organic carbon  
 TS = total solids  
 VC = vinyl chloride  
 WA SPC = Washington State Plane Coordinates

TABLE 8

BANK AND RCRA UNIT RECORD SAMPLE RESULTS<sup>1,2</sup>

Post-Excavation Bank Sampling Completion Report  
 Duwamish Sediment Other Area and Southwest Bank  
 Corrective Measure and Habitat Project  
 Boeing Plant 2  
 Seattle/Tukwila, Washington

Area		Bank Samples in the 2-40s Area																		Bank Samples in the Southwest Bank Area														
		Sample ID			SD-PEB001			SD-PEB002			SD-PEB003			SD-PEB004			SD-PEB204 Field Duplicate of SD-PEB004			SD-PEB005			SD-PEB006			SD-PEB007			SD-PEB008			SD-PEB009		
Sample Date		7/2/2013			7/2/2013			6/19/2013			6/18/2013			6/18/2013			6/18/2013			5/31/2013			6/7/2013			8/19/2013			8/19/2013					
Sample Interval		0 to 1 ft			0 to 1 ft			0 to 1 ft			0 to 1 ft			0 to 1 ft			0 to 1 ft			0 to 1 ft			0 to 1 ft			0 to 1 ft			0 to 1 ft					
Analyte	SMS SQS Criteria <sup>3</sup>	Value	Q1	Q2	Value	Q1	Q2	Value	Q1	Q2	Value	Q1	Q2	Value	Q1	Q2	Value	Q1	Q2	Value	Q1	Q2	Value	Q1	Q2	Value	Q1	Q2	Value	Q1	Q2			
<b>Conventionals</b>																																		
Total Organic Carbon (Sediment)	—	0.529			0.281			0.211			0.305		J	0.102		J	2.32			0.553			0.2			0.138			0.178					
Total Solids	—	95.18			95.24			94.84			93.65			93.82			73.14			89.87			91.41			72.52			79.72					
<b>Metals (mg/kg)</b>																																		
Arsenic	57	2.8			4			1.5			2.4			2.1			7			2.3			1.4			5.4			2					
Cadmium	5.1	0.2		J	0.2			0.2	U		0.2	U		0.2	U		0.4			0.2	U		0.1	U		0.3			0.3	U				
Chromium	280	13.8			8.9			12.4			11.7			12.9			16.9			12.2			10.5			9.5			11.2					
Copper	390	15.8			15.1			8.7			10.4			10			24.4			12.5			8.1			11			7.2					
Lead	450	2.8			4.6			2	U		2	U		2	U		20			6			1.1			2	U		3	U				
Mercury	0.41	0.02	U		0.02	U		0.02	U		0.03	U		0.02	U		0.16			0.02	U		0.02	U		0.02	U		0.03	U				
Silver	6.1	0.2	U		0.2	U		0.3	U		0.3	U		0.3	U		0.4	U		0.3	U		0.2	U		0.4	U		0.4	U				
Zinc	410	32			32			24			24			27			58			28			23			22			22					
<b>Phthalate Esters (µg/kg)</b>																																		
Dimethyl phthalate	71	—			—			—			—			—			—			—			19	U		64	U		55	U				
Diethyl phthalate	200	—			—			—			—			—			—			—			46	U		64	U		55	U				
Di-n-butyl phthalate	1400	—			—			—			—			—			—			—			19	U		64	U		55	U				
Butyl benzyl phthalate	63	—			—			—			—			—			—			—			19	U		24	UJ		20	UJ				
Bis[2-ethylhexyl]phthalate	1300	—			—			—			—			—			—			—			23	U		64	U		55	U				
Di-n-octyl phthalate	6200	—			—			—			—			—			—			—			19	U		64	U		55	U				
<b>Polychlorinated Biphenyls (µg/kg)</b>																																		
Aroclor 1016	—	3.7	U		3.8	U		3.8	U		3.8	U		3.8	U		3.8	U																
Aroclor 1221	—	3.7	U		3.8	U		3.8	U		3.8	U		3.8	U		3.8	U																
Aroclor 1232	—	3.7	U		3.8	U		3.8	U		3.8	U		3.8	U		3.8	U																
Aroclor 1242	—	3.7	U		3.8	U		3.8	U		3.8	U		3.8	U		3.8	U																
Aroclor 1248	—	25			3.8	U		3.8	U		3.8	U		3.8	U		3.8	U		3.8	J													
Aroclor 1254	—	19	Y	UY	3.8	U		3.8	U		3.8	U		7.4</td																				

TABLE 8

BANK AND RCRA UNIT RECORD SAMPLE RESULTS<sup>1,2</sup>

Post-Excavation Bank Sampling Completion Report  
 Duwamish Sediment Other Area and Southwest Bank  
 Corrective Measure and Habitat Project  
 Boeing Plant 2  
 Seattle/Tukwila, Washington

Area		Bank Samples in the 2-40s Area														Bank Samples in the Southwest Bank Area															
		SD-PEB001			SD-PEB002			SD-PEB003			SD-PEB004			SD-PEB204 Field Duplicate of SD-PEB004			SD-PEB005			SD-PEB006			SD-PEB007			SD-PEB008			SD-PEB009		
Sample ID		SD-PEB001			SD-PEB002			SD-PEB003			SD-PEB004			SD-PEB204 Field Duplicate of SD-PEB004			SD-PEB005			SD-PEB006			SD-PEB007			SD-PEB008			SD-PEB009		
Sample Date		7/2/2013			7/2/2013			6/19/2013			6/18/2013			6/18/2013			6/18/2013			5/31/2013			6/7/2013			8/19/2013			8/19/2013		
Sample Interval		0 to 1 ft			0 to 1 ft			0 to 1 ft			0 to 1 ft			0 to 1 ft			0 to 1 ft			0 to 1 ft			0 to 1 ft			0 to 1 ft					
Analyte	SMS SQS Criteria <sup>3</sup>	Value	Q1	Q2	Value	Q1	Q2	Value	Q1	Q2	Value	Q1	Q2	Value	Q1	Q2	Value	Q1	Q2	Value	Q1	Q2	Value	Q1	Q2	Value	Q1	Q2			
<b>Volatile Organic Compounds (µg/kg)</b>																															
Trichloroethene	NE	—			—			—			—			—			—			—			—			—					
Vinyl Chloride	NE	—			—			—			—			—			—			—			—			—					
Cis-1,2,-dichloroethene	NE	—			—			—			—			—			—			—			—			—					
Trans-1,2,-dichloroethene	NE	—			—			—			—			—			—			—			—			—					
1,1,-dichloroethene	NE	—			—			—			—			—			—			—			—			—					

Note(s)

- Laboratory qualifiers (Q1) are defined as follows:
  - U = Indicates that the target analyte was not detected at the reported concentration.
  - UJ = Indicates that the target analyte was not detected at the reported concentration. The value is an estimate.
  - Y = Indicates that the target analyte was not detected at or above the reported concentration. The reporting limit is raised due to chromatographic interference.
- Validation qualifiers (Q2) are defined as follows:
  - J = Analyte was detected below the reporting limit, value should be considered estimated.
  - UY = Indicates that the target analyte was not detected at the reported concentration. The reporting limit is raised due to chromatographic interference.
- Criteria obtained from Table 3 of Construction and Post-Construction Sediment Monitoring Quality Assurance Project Plan (AMEC et al., 2012d).
- Total PCBs calculated by summing detections or, if all not detected, using the highest non-detected value.

Abbreviation(s)

AOC = area of concern  
 ft = foot / feet  
 mg/kg = milligrams per kilogram  
 NE = not established  
 OA = Other Area  
 PCBs = polychlorinated biphenyls  
 Q1 = laboratory qualifiers  
 Q2 = validation qualifiers

SMS SQS = Washington Sediment Management Standards Sediment Quality Standards (173-204-320 WAC)  
 SWMU = solid waste management unit  
 µg/kg = micrograms per kilogram  
 WAC = Washington Administrative Code

TABLE 8

**BANK AND RCRA UNIT RECORD SAMPLE RESULTS<sup>1,2</sup>**

Post-Excavation Bank Sampling Completion Report  
 Duwamish Sediment Other Area and Southwest Bank  
 Corrective Measure and Habitat Project  
 Boeing Plant 2  
 Seattle/Tukwila, Washington

Area		SWMU 2-41.36 Underflow Flume			SWMU 2-41.35 Quench Tanks			OA 20: Outfall #23 Area			AOC 2-41.29: TCE Degreaser			2-49 Stretch Press Pit						OA 22A: Outfall #14 Area			OA 19: Outfall #12			
														SD-SPP099 Collected After Re-Excavation of the Area		SD-SPP100 Collected After Re-Excavation of the Area					SD-PEB016		SD-PEB017			
Sample ID		SD-PEB010			SD-PEB011			SD-PEB012			SD-PEB013											SD-PEB016		SD-PEB017		
Sample Date		7/8/2013			7/9/2013			6/27/2013			6/27/2013			8/18/2014			8/18/2014			6/21/2013			6/9/2013			
Sample Interval		0 to 1 ft			0 to 1 ft			0 to 1 ft			0 to 1 ft			0 to 1 ft			0 to 1 ft			0 to 1 ft			0 to 1 ft			
Analyte	SMS SQS Criteria <sup>3</sup>	Value	Q1	Q2	Value	Q1	Q2	Value	Q1	Q2	Value	Q1	Q2	Value	Q1	Q2	Value	Q1	Q2	Value	Q1	Q2	Value	Q1	Q2	
<b>Conventionals</b>																										
Total Organic Carbon (Sediment)	—	0.249			0.463			0.074			0.201		J	0.178			0.192			0.177			0.32			
Total Solids	—	73.12			70.83			72.78			71.55			78.17			76.49			76.18			70.71			
<b>Metals (mg/kg)</b>																										
Arsenic	57	—			1			2.4			—			—			—			1.5			—			
Cadmium	5.1	—			0.3	U		0.1	U		—			—			—			0.3	U		—			
Chromium	280	—			24.4			10.7			—			—			—			9.6			—			
Copper	390	—			6.5			10.8			—			—			—			7.4			—			
Lead	450	—			3	U		1.1			—			—			—			3	U		—			
Mercury	0.41	—			0.02	U		0.03	U		—			—			—			0.03	U		—			
Silver	6.1	—			0.4	U		0.3	U		—			—			—			0.4	U		—			
Zinc	410	—			25			22			—			—			—			36			—			
<b>Phthalate Esters (µg/kg)</b>																										
Dimethyl phthalate	71	—			—			—			—			—			—			—			19	U		
Diethyl phthalate	200	—			—			—			—			—			—			—			47	U		
Di-n-butyl phthalate	1400	—			—			—			—			—			—			—			19	U		
Butyl benzyl phthalate	63	—			—			—			—			—			—			—			19	U		
Bis[2-ethylhexyl]phthalate	1300	—			—			—			—			—			—			—			23	U		
Di-n-octyl phthalate	6200	—			—			—			—			—			—			—			19	U		
<b>Polychlorinated Biphenyls (µg/kg)</b>																										
Aroclor 1016	—	3.8	U		3.9	U		12	U		—			20	U		19	U		20	U		3.8	U		
Aroclor 1221	—	3.8	U		3.9	U		12	U		—			20	U		19	U		20	U		3.8	U		
Aroclor 1232	—	3.8	U		5.8	Y	UY	12	U		—			20	U		19	U		20	U		3.8	U		
Aroclor 1242	—	3.8	U		3.9	U		12	U		—			20	U		19	U		20	U		3.8	U		
Aroclor 1248	—	3.8	U		3.9	U		12	U		—			730			720			35	Y	UY	3.8	U		
Aroclor 1254	—	3.8	U		7.8	Y	UY	12	U		—			200	Y	UY	190	Y	UY	200	Y	UY	19	Y	UY	
Aroclor 1260	—	3.8	U		29			23			—			50			37			550	J		16			
<b>Total PCBs (µg/kg)<sup>4</sup></b>	130	3.8	U		29			23			—			780			757			550	J		16			

TABLE 8

**BANK AND RCRA UNIT RECORD SAMPLE RESULTS<sup>1,2</sup>**

Post-Excavation Bank Sampling Completion Report  
 Duwamish Sediment Other Area and Southwest Bank  
 Corrective Measure and Habitat Project  
 Boeing Plant 2  
 Seattle/Tukwila, Washington

Area		SWMU 2-41.36 Underflow Flume			SWMU 2-41.35 Quench Tanks			OA 20: Outfall #23 Area			AOC 2-41.29: TCE Degreaser			2-49 Stretch Press Pit						OA 22A: Outfall #14 Area			OA 19: Outfall #12		
														SD-SPP099 Collected After Re-Excavation of the Area		SD-SPP100 Collected After Re-Excavation of the Area									
Sample ID		SD-PEB010			SD-PEB011			SD-PEB012			SD-PEB013										SD-PEB016			SD-PEB017	
Sample Date		7/8/2013			7/9/2013			6/27/2013			6/27/2013			8/18/2014			8/18/2014		6/21/2013		6/9/2013				
Sample Interval		0 to 1 ft			0 to 1 ft			0 to 1 ft			0 to 1 ft			0 to 1 ft			0 to 1 ft		0 to 1 ft		0 to 1 ft				
Analyte	SMS SQS Criteria <sup>3</sup>	Value	Q1	Q2	Value	Q1	Q2	Value	Q1	Q2	Value	Q1	Q2	Value	Q1	Q2	Value	Q1	Q2	Value	Q1	Q2	Value	Q1	Q2
<b>Volatile Organic Compounds (µg/kg)</b>																									
Trichloroethene	NE	—			—			—			2.4	J	—	—			—			—			—		
Vinyl Chloride	NE	—			—			—			1	U	UJ	—	—		—			—			—		
Cis-1,2,-dichloroethene	NE	—			—			—			1	U	UJ	—	—		—			—			—		
Trans-1,2,-dichloroethene	NE	—			—			—			1	U	UJ	—	—		—			—			—		
1,1,-dichloroethene	NE	—			—			—			1	U	UJ	—	—		—			—			—		

Note(s)

- Laboratory qualifiers (Q1) are defined as follows:
  - U = Indicates that the target analyte was not detected at the reported concentration.
  - UJ = Indicates that the target analyte was not detected at the reported concentration. The value is an estimate.
  - Y = Indicates that the target analyte was not detected at or above the reported concentration. The reporting limit is raised due to chromatographic interference.
- Validation qualifiers (Q2) are defined as follows:
  - J = Analyte was detected below the reporting limit, value should be considered estimated.
  - UY = Indicates that the target analyte was not detected at the reported concentration. The reporting limit is raised due to chromatographic interference.
- Criteria obtained from Table 3 of Construction and Post-Construction Sediment Monitoring Quality Assurance Project Plan (AMEC et al., 2012d).
- Total PCBs calculated by summing detections or, if all not detected, using the highest non-detected value.

Abbreviation(s)

AOC = area of concern

ft = foot / feet

mg/kg = milligrams per kilogram

NE = not established

OA = Other Area

PCBs = polychlorinated biphenyls

Q1 = laboratory qualifiers

Q2 = validation qualifiers

RCRA = Resource Conservation and Recovery Act

SMS SQS = Washington Sediment Management Standards Sediment Quality Standards (173-204-320 WAC)

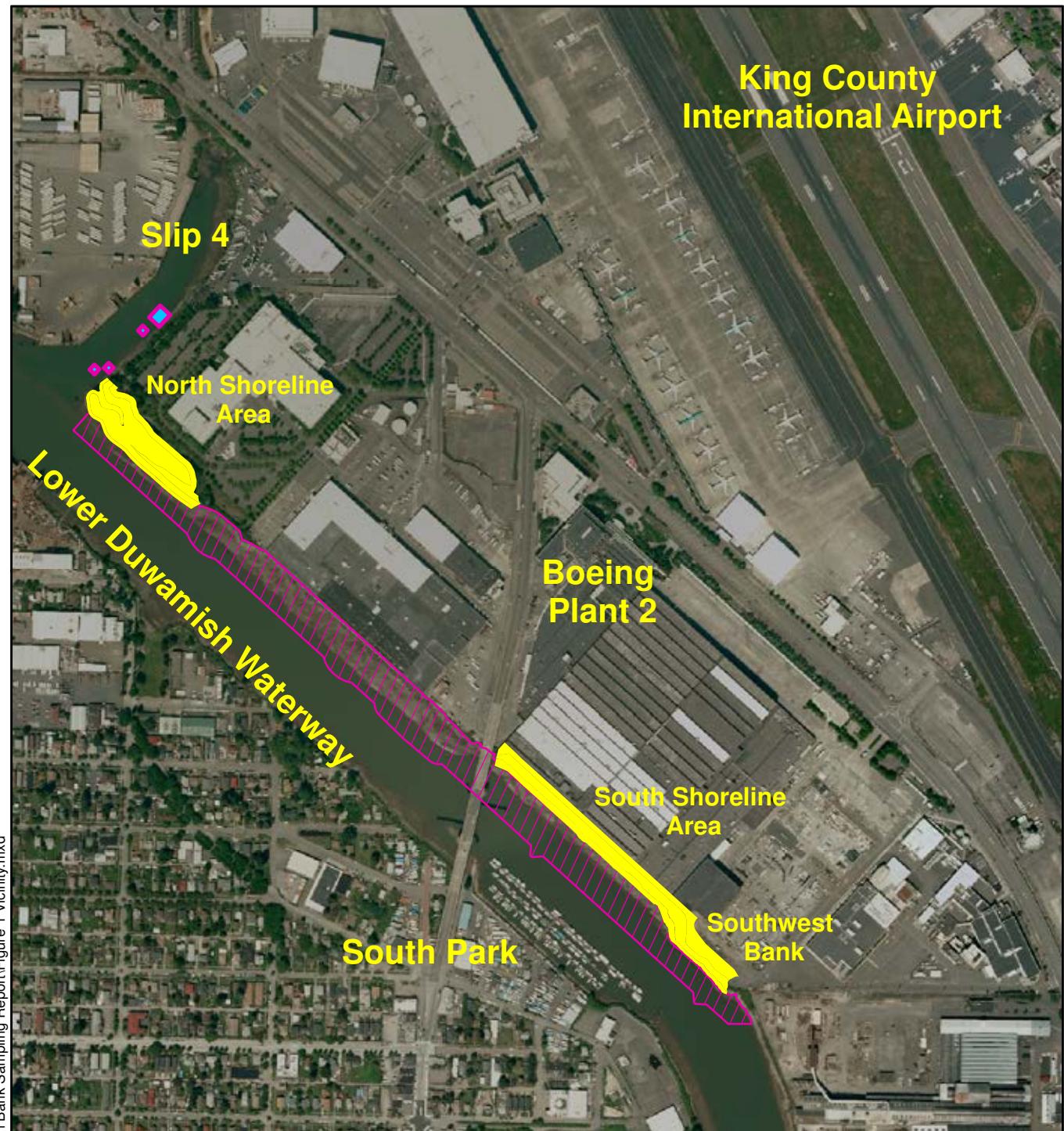
SWMU = solid waste management unit

µg/kg = micrograms per kilogram

WAC = Washington Administrative Code

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## **FIGURES**



## Legend

- Boeing Plant 2 Parcel
- Shoreline Areas
- In-water Dredging Areas
- Duwamish Sediment Other Area
- Slip 4 Dredge Areas



0 500 1,000 Feet

### VICINITY MAP

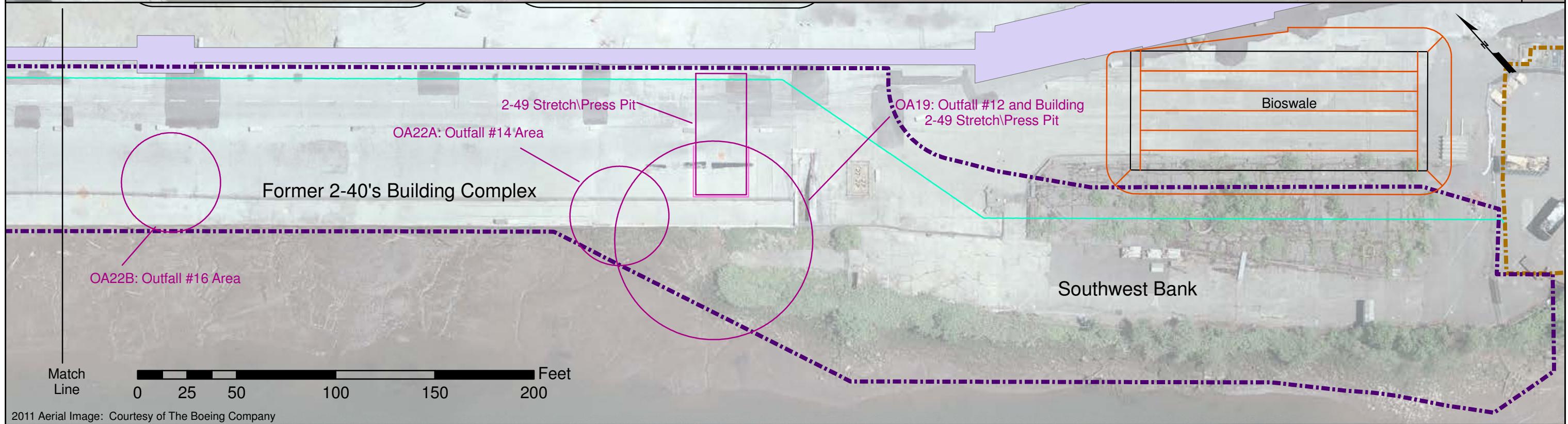
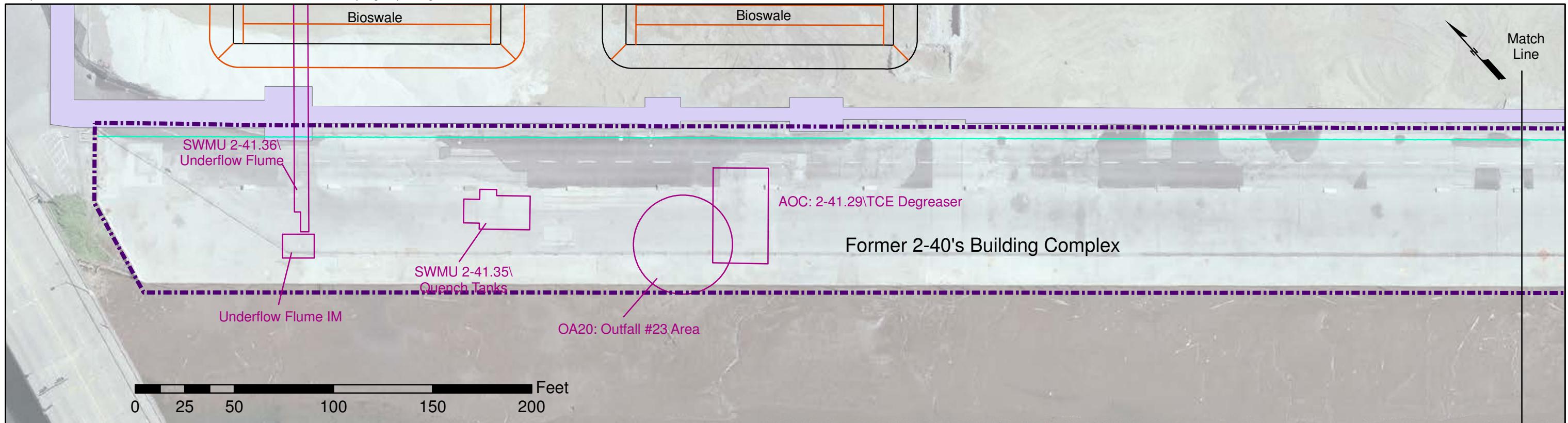
Post-Excavation Bank Sampling Completion Report  
Duwamish Sediment Other Area and Southwest Bank  
Corrective Measure and Habitat Project

Boeing Plant 2

Seattle/Tukwila, Washington

By: RHG	Date: 3/3/2014	Project No. 0131320090
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Figure 1



2011 Aerial Image: Courtesy of The Boeing Company

#### Legend

+12 ft MLLW Post Excavation Contour

2-66 Sheet Pile Containment Structure

Shoreline Excavation Limit of Work

Duct Bank Excavation

Navigation Channel Boundary

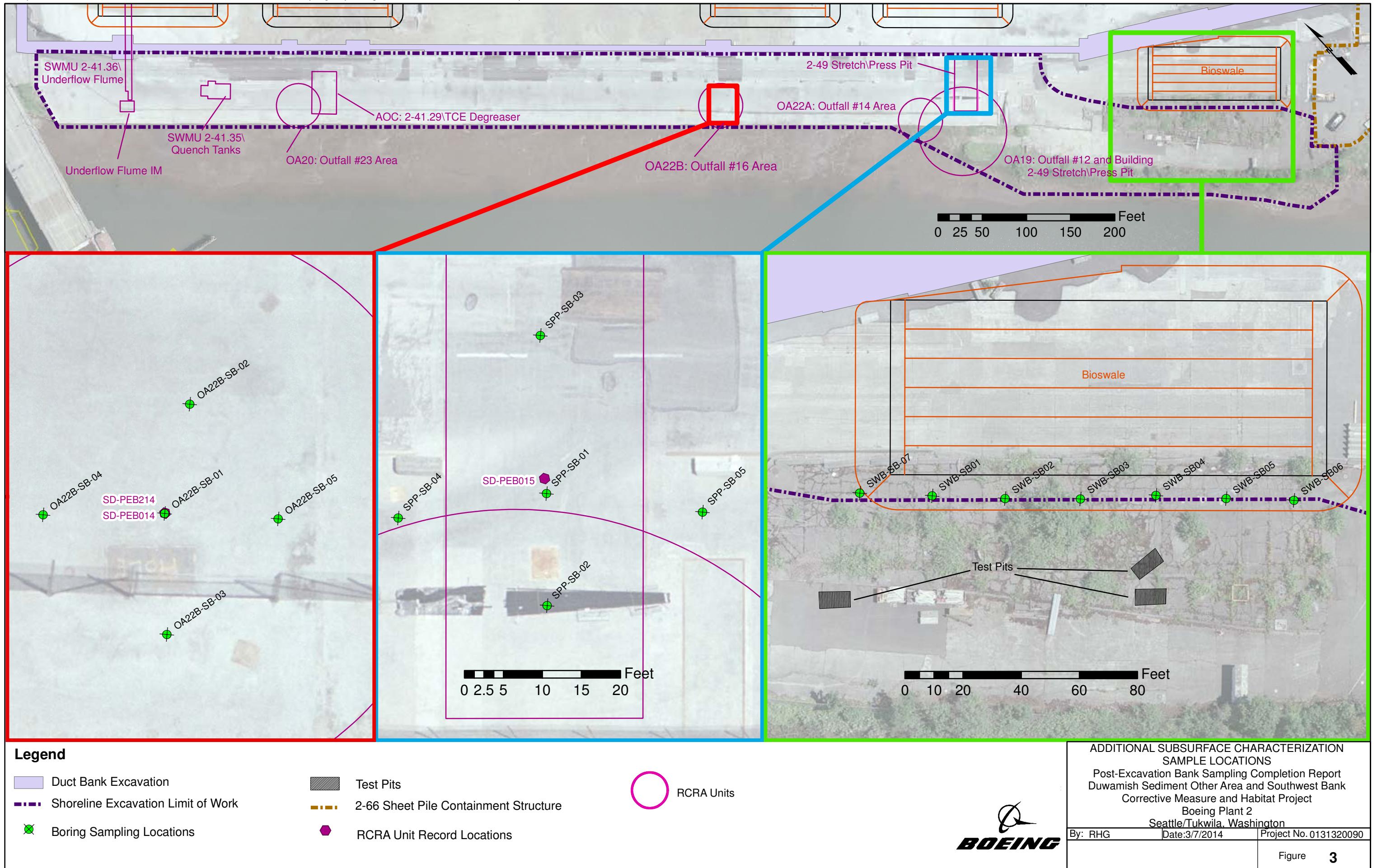
RCRA Units

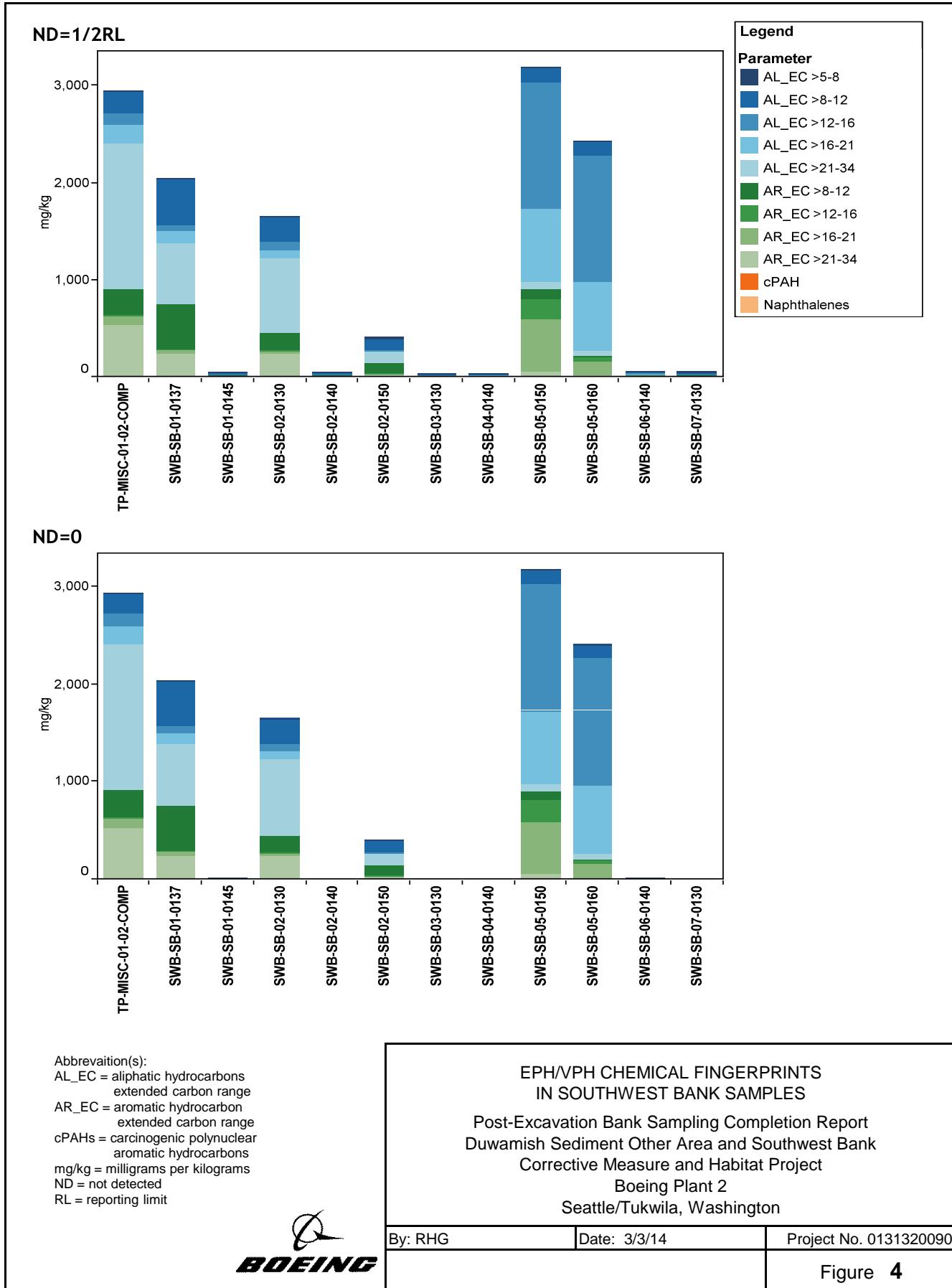
#### SOUTH SHORELINE EXCAVATION AREA AND RCRA UNITS

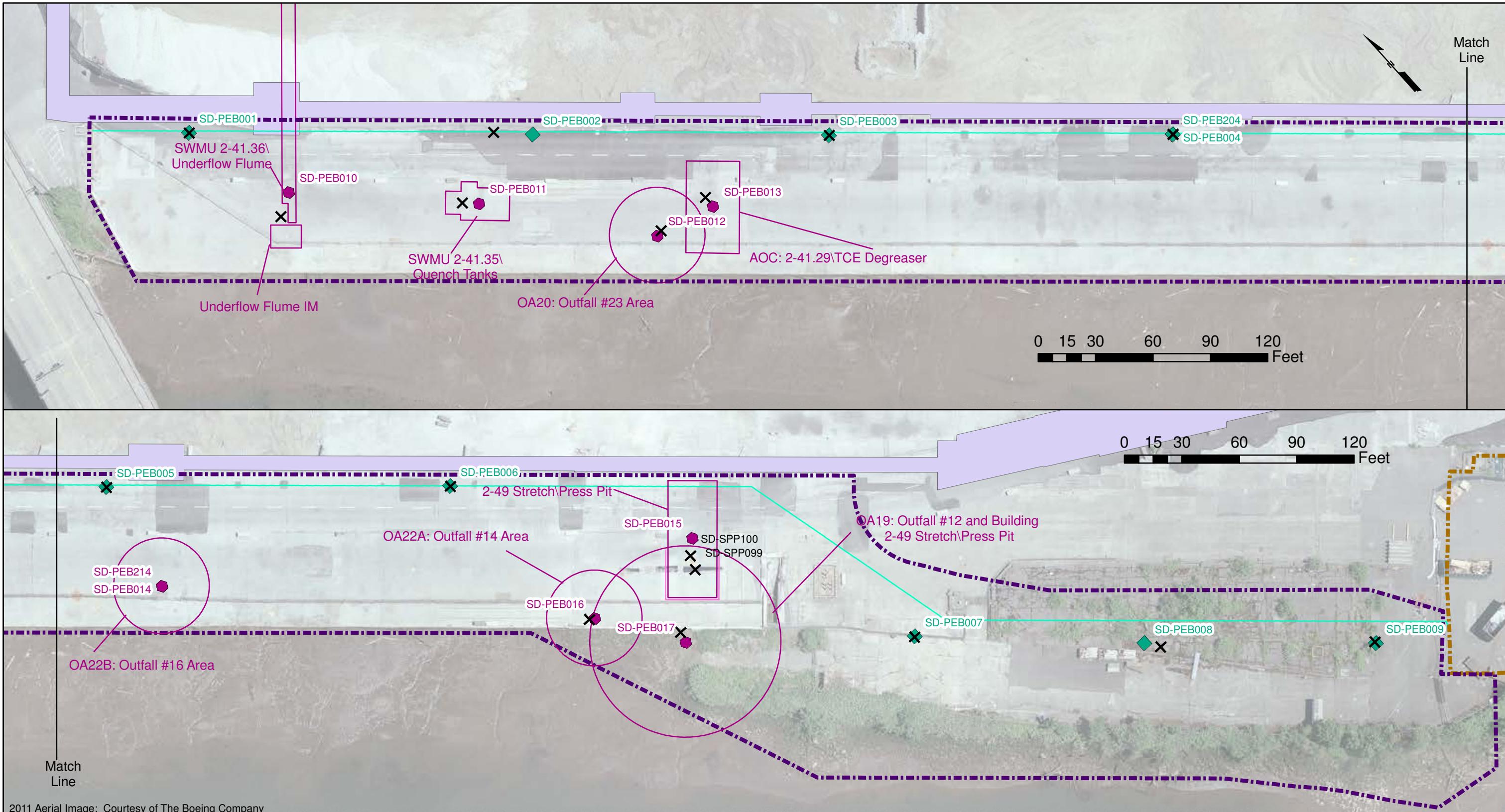
Post-Excavation Bank Sampling Completion Report  
Duwamish Sediment Other Area and Southwest  
Bank Corrective Measure and Habitat Project,  
Boeing Plant 2, Seattle/Tukwila, Washington

By: RHG Date: 3/7/14 Project No. 0131320070









2011 Aerial Image: Courtesy of The Boeing Company

## Legend

- Actual Sample Locations
  - Shoreline Excavation Limit of Work
  - Duct Bank Excavation
  - 2-66 Sheet Pile Containment Structure
  - Proposed RCRA Unit Record Location
  - Proposed Bank Sample Locations
  - +12 ft MLLW Post Excavation Contour
  - Navigation Channel Boundary

 RCRA Uni

**BANK AND RCRA UNIT RECORD SAMPLE LOCATIONS**  
**Post-Excavation Bank Sampling Completion Report**  
**Duwamish Sediment Other Area and Southwest Bank**

Corrective Measure and Habitat Project

Boeing Plant 2

Seattle/Tukwila, Washington

By: RHG Date:3/7/2014 Project

Page 1 of 1

Figure 5

 **BOEING**

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## **APPENDIX A**

Additional Subsurface Characterization Boring Logs

# **Stretch Press Pit**

# **Boring Logs**

PROJECT: Boeing Plant 2 Seattle, Washington				<b>Log of Boring No. SPP-SB-01</b>		
BORING LOCATION: Stretch Press Pit				ELEVATION AND DATUM: 11.58 ft MLLW		
DRILLING CONTRACTOR: Cascade Drilling, Inc.				DATE STARTED: 7/16/13	DATE FINISHED: 7/16/13	
DRILLING METHOD: Roto Sonic				TOTAL DEPTH (ft.): 20.0	MEASURING POINT: Ground Surface	
DRILLING EQUIPMENT: Rotosonic 17c AMS LAR				DEPTH TO WATER (ft.)	FIRST 10	COMPL.
SAMPLING METHOD: 5-foot-continuous-core system [5' x 4"]				LOGGED BY: NBM		
HAMMER WEIGHT: N/A			DROP: N/A	RESPONSIBLE PROFESSIONAL:		REG. NO.
DEPTH (feet)	SAMPLES Sample No.	SAMPLES Sample No.	OVM READING (ppm)	DESCRIPTION NAME (USCS): color, moist, % by wt., plast. density, structure, cementation, react. w/HCl, geo. inter.		
				Surface Elevation: 11.58 ft MLLW		
1				AGGREGATE BASE (GP-SP): brown, sandy GRAVEL with silt		
2						
3						
4						
5						
6						
7				washed appearance (no fines) to gravel fill		
8						
9				POORLY-GRADED SAND (SP): dark gray (7.5 YR 3/1), moist, fine to medium SAND with trace silt (wash zone) (no odor, no sheen)		
10				small fragment of electrical insulator		
11				very loose, unconsolidated sediments (wash zone)		
12						
13						
14				gravel and concrete fragments (wash zone)		
15				POORLY-GRADED SAND (SP): dark gray (7.5 YR 3/1), moist, fine to medium SAND with trace silt (no odor, no sheen)		
16						
17						
18						
19						
20				boring terminated at 20 ft, backfilled with bentonite		
21						
OAKBOREV (REV. 8/2011)						
				Project No. 0131320080.STMS		Page 1 of 1

PROJECT: Boeing Plant 2 Seattle, Washington				<b>Log of Boring No. SPP-SB-02</b>		
BORING LOCATION: Stretch Press Pit				ELEVATION AND DATUM: 11.29 ft MLLW		
DRILLING CONTRACTOR: Cascade Drilling, Inc.				DATE STARTED: 7/16/13	DATE FINISHED: 7/16/13	
DRILLING METHOD: Roto Sonic				TOTAL DEPTH (ft.): 15.0	MEASURING POINT: Ground Surface	
DRILLING EQUIPMENT: Rotosonic 17c AMS LAR				DEPTH TO WATER (ft.)	FIRST 8	COMPL.
SAMPLING METHOD: 5-foot-continuous-core system [5' x 4"]				LOGGED BY: NBM		
HAMMER WEIGHT: N/A			DROP: N/A	RESPONSIBLE PROFESSIONAL:		REG. NO.
DEPTH (feet)	SAMPLES Sample No.	SAMPLES Sample No.	OVM READING (ppm)	DESCRIPTION NAME (USCS): color, moist, % by wt., plast. density, structure, cementation, react. w/HCl, geo. inter.		
				Surface Elevation: 11.29 ft MLLW		
1				AGGREGATE BASE (GP-SP): brown, sandy GRAVEL with silt		
2						
3						
4						
5						
6						
7						
8				POORLY-GRADED SAND (SP): dark gray (7.5 YR 3/1), moist, fine to medium SAND with trace silt (wash zone) (no odor, no sheen)		
9						
10						
11						
12						
13						
14						
15	0072	NR		with coarse sand		
16						
17						
18						
19						
20						
21				boring terminated at 15 ft, backfilled with bentonite		
OAKBOREV (REV. 8/2011)						
<b>amec</b>				Project No. 0131320080.STMS		Page 1 of 1

PROJECT: Boeing Plant 2 Seattle, Washington				<b>Log of Boring No. SPP-SB-02B</b>		
BORING LOCATION: Stretch Press Pit				ELEVATION AND DATUM: 11.29 ft MLLW		
DRILLING CONTRACTOR: Cascade Drilling, Inc.				DATE STARTED: 7/17/13	DATE FINISHED: 7/17/13	
DRILLING METHOD: Roto Sonic				TOTAL DEPTH (ft.): 20.0	MEASURING POINT: Ground Surface	
DRILLING EQUIPMENT: Rotosonic 17c AMS LAR				DEPTH TO WATER (ft.)	FIRST 10	COMPL.
SAMPLING METHOD: 5-foot-continuous-core system [5' x 4"]				LOGGED BY: NBM		
HAMMER WEIGHT: N/A			DROP: N/A	RESPONSIBLE PROFESSIONAL:		REG. NO.
DEPTH (feet)	SAMPLES			DESCRIPTION NAME (USCS): color, moist, % by wt., plast. density, structure, cementation, react. w/HCl, geo. inter.	Surface Elevation: 11.29 ft MLLW	REMARKS
	Sample No.	Sample No.	OVM READING (ppm)			
1						
2						
3						
4						
5	NR					
6						
7						
8						
9						
10						
11						
12						
13						
14	NR					
15						
16						
17						
18						
19						
20				boring terminated at 20 ft, backfilled with bentonite		
21						OAKBOREV (REV. 8/2011)
				Project No. 0131320080.STMS	Page 1 of 1	

PROJECT: Boeing Plant 2 Seattle, Washington				<b>Log of Boring No. SPP-SB-03</b>		
BORING LOCATION: Stretch Press Pit				ELEVATION AND DATUM: 12.27 ft MLLW		
DRILLING CONTRACTOR: Cascade Drilling, Inc.				DATE STARTED: 7/16/13	DATE FINISHED: 7/16/13	
DRILLING METHOD: Roto Sonic				TOTAL DEPTH (ft.): 15.0	MEASURING POINT: Ground Surface	
DRILLING EQUIPMENT: Rotosonic 17c AMS LAR				DEPTH TO WATER (ft.) 10	FIRST	COMPL.
SAMPLING METHOD: 5-foot-continuous-core system [5' x 4"]				LOGGED BY: NBM		
HAMMER WEIGHT: N/A			DROP: N/A	RESPONSIBLE PROFESSIONAL:		REG. NO.
DEPTH (feet)	SAMPLES		OVM READING (ppm)	DESCRIPTION NAME (USCS): color, moist, % by wt., plast. density, structure, cementation, react. w/HCl, geo. inter.	REMARKS	
Sample No.	Sample No.	Blows/ Foot		Surface Elevation: 12.27 ft MLLW		
1				AGGREGATE BASE (GP-SP): brown, sandy GRAVEL with silt		
2						Fill
3						
4						
5				POORLY-GRADED SAND with GRAVEL (SP): dark gray (7.5 YR 3/1), moist, fine to medium SAND with gravel and trace silt (wash zone) (no odor, no sheen)		Apparent Non-Native
6				POORLY-GRADED SAND (SP): dark gray (7.5 YR 3/1), moist, fine to medium SAND with trace silt (no odor, no sheen)		
7						
8						Apparent Native Sands
9						
10						
11				becomes wet at 10 ft		
12						
13						
14						
15				boring terminated at 15 ft, backfilled with bentonite		
16						
17						
18						
19						
20						
21						
OAKBOREV (REV. 8/2011)						
				Project No. 0131320080.STMS		Page 1 of 1

PROJECT: Boeing Plant 2 Seattle, Washington				<b>Log of Boring No. SPP-SB-04</b>		
BORING LOCATION: Stretch Press Pit				ELEVATION AND DATUM: 11.26 ft MLLW		
DRILLING CONTRACTOR: Cascade Drilling, Inc.				DATE STARTED: 7/16/13	DATE FINISHED: 7/16/13	
DRILLING METHOD: Roto Sonic				TOTAL DEPTH (ft.): 15.0	MEASURING POINT: Ground Surface	
DRILLING EQUIPMENT: Rotosonic 17c AMS LAR				DEPTH TO WATER (ft.) 15	FIRST	COMPL.
SAMPLING METHOD: 5-foot-continuous-core system [5' x 4"]				LOGGED BY: NBM		
HAMMER WEIGHT: N/A			DROP: N/A	RESPONSIBLE PROFESSIONAL:		REG. NO.
DEPTH (feet)	SAMPLES		OVM READING (ppm)	DESCRIPTION	REMARKS	
Sample No.	Sample No.	Blows/ Foot		NAME (USCS): color, moist, % by wt., plast. density, structure, cementation, react. w/HCl, geo. inter.		
			Surface Elevation: 11.26 ft MLLW			
1			AGGREGATE BASE (GP-SP): brown, sandy GRAVEL with silt			
2						
3						
4						
5						
6						
7	0065			POORLY-GRADED SAND (SP): dark gray (7.5 YR 3/1), moist, fine to medium SAND with trace silt (no odor, no sheen)	Fill	
8						
9						
10						
11						
12						
13						
14						
15				boring terminated at 15 ft, backfilled with bentonite	sharply angled contact visible between gravel fill and underlying sands, likely the sloping sidewall of the stretch press pit excavation	
16						
17						
18						
19						
20						
21						
OAKBOREV (REV. 8/2011)						
				Project No. 0131320080.STMS		Page 1 of 1

PROJECT: Boeing Plant 2 Seattle, Washington				<b>Log of Boring No. SPP-SB-05</b>				
BORING LOCATION: Stretch Press Pit				ELEVATION AND DATUM: 11.90 ft MLLW				
DRILLING CONTRACTOR: Cascade Drilling, Inc.				DATE STARTED: 7/16/13	DATE FINISHED: 7/16/13			
DRILLING METHOD: Roto Sonic				TOTAL DEPTH (ft.): 15.0	MEASURING POINT: Ground Surface			
DRILLING EQUIPMENT: Rotosonic 17c AMS LAR				DEPTH TO WATER (ft.) 10	FIRST	COMPL.		
SAMPLING METHOD: 5-foot-continuous-core system [5' x 4"]				LOGGED BY: NBM				
HAMMER WEIGHT: N/A			DROP: N/A	RESPONSIBLE PROFESSIONAL:	REG. NO.			
DEPTH (feet)	SAMPLES Sample No.	SAMPLES Sample No.	OVM READING (ppm)	DESCRIPTION NAME (USCS): color, moist, % by wt., plast. density, structure, cementation, react. w/HCl, geo. inter.				
				Surface Elevation: 11.90 ft MLLW				
1				AGGREGATE BASE (GP-SP): brown, sandy GRAVEL with silt				
2								
3								
4								
5								
6				POORLY-GRADED SAND with GRAVEL (SP): dark gray (7.5 YR 3/1), moist, fine to medium SAND with gravel and trace silt (wash zone) (no odor, no sheen)				
7				POORLY-GRADED SAND (SP): dark gray (7.5 YR 3/1), moist, fine to medium SAND with trace silt (no odor, no sheen)				
8								
9								
10								
11				becomes wet				
12								
13								
14								
15				boring terminated at 15 ft, backfilled with bentonite				
16								
17								
18								
19								
20								
21								
OAKBOREV (REV. 8/2011)								
<b>amec</b>				Project No. 0131320080.STMS   Page 1 of 1				

# **Outfall 16**

# **Boring Logs**

PROJECT: Boeing Plant 2 Seattle, Washington				<b>Log of Boring No. OA22B-SB-01</b>		
BORING LOCATION: Outfall 16				ELEVATION AND DATUM: 2.91 ft MLLW		
DRILLING CONTRACTOR: Cascade Drilling, Inc.				DATE STARTED: 7/17/13	DATE FINISHED: 7/17/13	
DRILLING METHOD: Roto Sonic				TOTAL DEPTH (ft.): 10.0	MEASURING POINT: Ground Surface	
DRILLING EQUIPMENT: Rotosonic 17c AMS LAR				DEPTH TO WATER (ft.)	FIRST 3	COMPL.
SAMPLING METHOD: 5-foot-continuous-core system [5' x 4"]				LOGGED BY: NBM		
HAMMER WEIGHT: N/A			DROP: N/A	RESPONSIBLE PROFESSIONAL:		REG. NO.
DEPTH (feet)	SAMPLES Sample No.	Blows/ Foot	OVM READING (ppm)	DESCRIPTION NAME (USCS): color, moist, % by wt., plast. density, structure, cementation, react. w/HCl, geo. inter.		
				Surface Elevation: 2.91 ft MLLW		
1				AGGREGATE BASE (GP-SP): brown, sandy GRAVEL with silt		
2						
3						
4	0030			POORLY-GRADED SAND with SILT and GRAVEL (SP-SM): black (7.5YR 2.5/1), wet, fine to medium SAND with gravel and silt (no odor or sheen) color grades to a dark gray below 3.5 ft		
5	0040			POORLY-GRADED SAND with SILT (SP-SM): dark gray (7.5YR 3/1), wet, fine to medium SAND with silt (no odor or sheen)		
6	0050			POORLY-GRADED SAND (SM): dark gray (7.5YR 3/1), wet, fine to medium SAND with trace silt		
7	0060			boring terminated at 10 ft, backfilled with bentonite		
8						
9						
10						
11						
12						
13						
14						
15						
OAKBOREV (REV. 8/2011)						
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PROJECT: Boeing Plant 2 Seattle, Washington				<b>Log of Boring No. OA22B-SB-02</b>		
BORING LOCATION: Outfall 16				ELEVATION AND DATUM: 4.03 ft MLLW		
DRILLING CONTRACTOR: Cascade Drilling, Inc.				DATE STARTED: 7/17/13	DATE FINISHED: 7/17/13	
DRILLING METHOD: Roto Sonic				TOTAL DEPTH (ft.): 10.0	MEASURING POINT: Ground Surface	
DRILLING EQUIPMENT: Rotosonic 17c AMS LAR				DEPTH TO WATER (ft.)	FIRST 5	COMPL.
SAMPLING METHOD: 5-foot-continuous-core system [5' x 4"]				LOGGED BY: NBM		
HAMMER WEIGHT: N/A			DROP: N/A	RESPONSIBLE PROFESSIONAL:		REG. NO.
DEPTH (feet)	SAMPLES Sample No.	SAMPLES Sample No.	OVM READING (ppm)	DESCRIPTION NAME (USCS): color, moist, % by wt., plast. density, structure, cementation, react. w/HCl, geo. inter.		
				Surface Elevation: 4.03 ft MLLW		
1				AGGREGATE BASE (GP-SP): brown, sandy GRAVEL with silt		
2						
3						
4	0033			POORLY-GRADED SAND with SILT and GRAVEL (SP-SM): black (7.5 YR 2.5/1), moist, fine to medium SAND with silt and trace gravel (no odor or sheen)		
5	0039			POORLY-GRADED SAND with SILT (SP-SM): dark gray (7.5 YR 3/1), moist, fine to medium SAND with silt (no odor, no sheen)		
6	0050			becomes wet, silt content decreases to trace silt, and contains trace coarse sand below 5 ft		
7	0060			boring terminated at 10 ft, backfilled with bentonite		
8						
9						
10						
11						
12						
13						
14						
15						
OAKBOREV (REV. 8/2011)						
				Project No. 0131320080.STMS		Page 1 of 1

PROJECT: Boeing Plant 2 Seattle, Washington				<b>Log of Boring No. OA22B-SB-03</b>		
BORING LOCATION: Outfall 16				ELEVATION AND DATUM: 1.76 ft MLLW		
DRILLING CONTRACTOR: Cascade Drilling, Inc.				DATE STARTED: 7/17/13	DATE FINISHED: 7/17/13	
DRILLING METHOD: Roto Sonic				TOTAL DEPTH (ft.): 10.0	MEASURING POINT: Ground Surface	
DRILLING EQUIPMENT: Rotosonic 17c AMS LAR				DEPTH TO WATER (ft.)	FIRST 5	COMPL.
SAMPLING METHOD: 5-foot-continuous-core system [5' x 4"]				LOGGED BY: NBM		
HAMMER WEIGHT: N/A			DROP: N/A	RESPONSIBLE PROFESSIONAL:		REG. NO.
DEPTH (feet)	SAMPLES Sample No.	SAMPLES Sample No.	OVM READING (ppm)	DESCRIPTION NAME (USCS): color, moist, % by wt., plast. density, structure, cementation, react. w/HCl, geo. inter.		
				Surface Elevation: 1.76 ft MLLW		
1				AGGREGATE BASE (GP-SP): brown, sandy GRAVEL with silt		
2	0016			POORLY-GRADED SAND with SILT (SP-SM): black (7.5YR 2.5/1), moist, fine to medium SAND with silt (no odor or sheen) dark gray (7.5 YR 3/1), moist, fine to medium SAND with silt (no odor, no sheen)	Fill	
3	0020				Apparent Non-Native	
4	0030				Apparent Native Sands	
5	0040					
6				becomes wet		
7				slight coarsening of grain size with depth below 5 ft		
8						
9				contains trace coarse sand below 8.5 ft		
10				boring terminated at 10 ft, backfilled with bentonite		
11						
12						
13						
14						
15						
OAKBOREV (REV. 8/2011)						
				Project No. 0131320080.STMS	Page 1 of 1	

PROJECT: Boeing Plant 2 Seattle, Washington				<b>Log of Boring No. OA22B-SB-04</b>		
BORING LOCATION: Outfall 16				ELEVATION AND DATUM: 2.83 ft MLLW		
DRILLING CONTRACTOR: Cascade Drilling, Inc.				DATE STARTED: 7/17/13	DATE FINISHED: 7/17/13	
DRILLING METHOD: Roto Sonic				TOTAL DEPTH (ft.): 10.0	MEASURING POINT: Ground Surface	
DRILLING EQUIPMENT: Rotosonic 17c AMS LAR				DEPTH TO WATER (ft.)	FIRST 5	COMPL.
SAMPLING METHOD: 5-foot-continuous-core system [5' x 4"]				LOGGED BY: NBM		
HAMMER WEIGHT: N/A			DROP: N/A	RESPONSIBLE PROFESSIONAL:		REG. NO.
DEPTH (feet)	SAMPLES Sample No.	SAMPLES Sample No.	OVM READING (ppm)	DESCRIPTION NAME (USCS): color, moist, % by wt., plast. density, structure, cementation, react. w/HCl, geo. inter.		
				Surface Elevation: 2.83 ft MLLW		
1				AGGREGATE BASE (GP-SP): brown, sandy GRAVEL with silt		
2				AGGREGATE BASE (GP-SP): black (7.5YR 2.5/1), moist, fine to medium SAND with gravel, silt, and anthropogenic debris (no odor or sheen)	Fill	
3					Apparent Non-Native	
4				POORLY-GRADED SAND with SILT (SP-SM): dark gray (7.5YR 3/1), moist, fine to medium SAND with silt (no odor, no sheen)	Apparent Native Sands	
5				POORLY-GRADED SAND (SP): dark gray (7.5YR 3/1), moist, fine to medium SAND with trace silt (no odor, no sheen)		
6				orange, iron oxide staining present in soil and pore water		
7						
8				color grades back to a dark gray (7.5YR 3/1)		
9						
10				boring terminated at 10 ft, backfilled with bentonite		
11						
12						
13						
14						
15					OAKBOREV (REV. 8/2011)	
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PROJECT: Boeing Plant 2 Seattle, Washington				<b>Log of Boring No. OA22B-SB-05</b>		
BORING LOCATION: Outfall 16				ELEVATION AND DATUM: 2.82 ft MLLW		
DRILLING CONTRACTOR: Cascade Drilling, Inc.				DATE STARTED: 7/17/13	DATE FINISHED: 7/17/13	
DRILLING METHOD: Roto Sonic				TOTAL DEPTH (ft.): 10.0	MEASURING POINT: Ground Surface	
DRILLING EQUIPMENT: Rotosonic 17c AMS LAR				DEPTH TO WATER (ft.)	FIRST 5	COMPL.
SAMPLING METHOD: 5-foot-continuous-core system [5' x 4"]				LOGGED BY: NBM		
HAMMER WEIGHT: N/A			DROP: N/A	RESPONSIBLE PROFESSIONAL:		REG. NO.
DEPTH (feet)	SAMPLES		OVM READING (ppm)	DESCRIPTION	REMARKS	
Sample No.	Sample No.	Blows/ Foot		NAME (USCS): color, moist, % by wt., plast. density, structure, cementation, react. w/HCl, geo. inter.		
			Surface Elevation: 2.82 ft MLLW			
1			AGGREGATE BASE (GP-SP): brown, sandy GRAVEL with silt			
2					Fill	
3						
4			concrete fragment at 4.0 ft			
5	0046		POORLY-GRADED SAND (SP): dark gray (7.5YR 3/1), moist, fine to medium SAND with trace silt (no odor, no sheen) becomes wet below 5 ft			
6	0055				Apparent Native Sands	
7	0065					
8	0075		thin lens of fine gravel			
9			thin lens of fine gravel			
10			boring terminated at 10 ft, backfilled with bentonite			
11						
12						
13						
14						
15						
OAKBOREV (REV. 8/2011)						
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# **Southwest Bank Bioswale Boring Logs**

PROJECT: Boeing Plant 2 Seattle, Washington				<b>Log of Boring No. SWB-SB-01</b>		
BORING LOCATION: Southwest Bank Bioswale				ELEVATION AND DATUM: 19.35 ft MLLW		
DRILLING CONTRACTOR: Cascade Drilling, Inc.				DATE STARTED: 7/15/13	DATE FINISHED: 7/15/13	
DRILLING METHOD: Roto Sonic				TOTAL DEPTH (ft.): 25.0	MEASURING POINT: Ground Surface	
DRILLING EQUIPMENT: Rotosonic 17c AMS LAR				DEPTH TO WATER (ft.) 13.7	FIRST 13.7	COMPL. 15.8
SAMPLING METHOD: 5-foot-continuous-core system [5' x 4"]				LOGGED BY: NBM		
HAMMER WEIGHT: N/A			DROP: N/A	RESPONSIBLE PROFESSIONAL:		REG. NO.
DEPTH (feet)	SAMPLES		OVM READING (ppm)	DESCRIPTION		REMARKS
Sample No.	Sample No.	Blows/ Foot		NAME (USCS): color, moist, % by wt., plast. density, structure, cementation, react. w/HCl, geo. inter.		
			Surface Elevation: 19.35 ft MLLW			
1						
2						
3						
4						
5						
NR				AGGREGATE BASE (GP-SP): brown, sandy GRAVEL with silt		
6						
7						
8						
9						
10						
11						
12						
13						
14				SILTY SAND (SM): black (7.5 YR 2.5/1), wet, silty, fine to medium SAND (slight petroleum type odor)		Petroleum Type Odor
15	0145 0137					
OAKBOREV (REV. 8/2011)						
				Project No. 0131320080.STMS		Page 1 of 2

## Log of Boring No. SWB-SB-01 (cont'd)

DEPTH (feet)	SAMPLES			DESCRIPTION NAME (USCS): color, moist, % by wt., plast. density, structure, cementation, react. w/HCl, geo. inter.	REMARKS
	Sample No.	Sample	Blows/ Foot		
16	0154			POORLY-GRADED SAND (SP): black (7.5 YR 2.5/1), wet, fine to medium SAND with silt (no odor, no sheen)	
17	0164			SILTY SAND (SM): dark gray (7.5 YR 3/1), wet, silty, fine to medium SAND	Apparent Native Sands
18	0174			POORLY-GRADED SAND (SP): dark gray (7.5 YR 3/1), wet, fine to medium SAND with silt (no odor, no sheen)	
				large fragment of wood debris	
19	0184				
20	0200				
21					
22	0210				
23	0220			interbedded silt laminations	
24	0230				
25		NR		boring terminated at 25 ft, backfilled with bentonite	
26					
27					
28					
29					
30					
31					
32					
33					

PROJECT: Boeing Plant 2 Seattle, Washington				<b>Log of Boring No. SWB-SB-02</b>		
BORING LOCATION: Southwest Bank Bioswale				ELEVATION AND DATUM: 19.40 ft MLLW		
DRILLING CONTRACTOR: Cascade Drilling, Inc.				DATE STARTED: 7/15/13	DATE FINISHED: 7/15/13	
DRILLING METHOD: Roto Sonic				TOTAL DEPTH (ft.): 25.0	MEASURING POINT: Ground Surface	
DRILLING EQUIPMENT: Rotosonic 17c AMS LAR				DEPTH TO WATER (ft.)	FIRST 14	COMPL.
SAMPLING METHOD: 5-foot-continuous-core system [5' x 4"]				LOGGED BY: NBM		
HAMMER WEIGHT: N/A			DROP: N/A	RESPONSIBLE PROFESSIONAL:	REG. NO.	
DEPTH (feet)	SAMPLES		OVM READING (ppm)	DESCRIPTION NAME (USCS): color, moist, % by wt., plast. density, structure, cementation, react. w/HCl, geo. inter.		REMARKS
	Sample No.	Sample Blows/ Foot				
				Surface Elevation: 19.40 ft MLLW		
1				AGGREGATE BASE (GP-SP): brown, sandy GRAVEL with silt		
2						
3						
4						
5		NR				Fill
6						
7						
8						
9						
10						
11						
12						
13	0120			POORLY-GRADED SAND (SP): dark gray (7.5 YR 3/1), moist, fine to medium SAND with silt and trace gravel (no odor, no sheen)		Apparent Native Sands
14	0130			POORLY-GRADED SAND (SP): black (7.5 YR 2.5/1), moist, fine, angular SAND with trace silt (petroleum type odor)		Petroleum Type Odor
15	0140			POORLY-GRADED SAND (SP): reddish brown (5 YR 4/4), moist, medium SAND (no odor, no sheen)		Apparent Native Sands

OAKBOREV (REV. 8/2011)

PROJECT: Boeing Plant 2  
Seattle, Washington

## Log of Boring No. SWB-SB-02 (cont'd)

DEPTH (feet)	SAMPLES			DESCRIPTION NAME (USCS): color, moist, % by wt., plast. density, structure, cementation, react. w/HCl, geo. inter.	REMARKS
	Sample No.	Sample	OVM READING (ppm) Blows/ Foot		
16	0150			color change to black (7.5 YR 2.5/1), fine to medium SAND	
17	0160			silty, fine SAND lamination	Apparent Native Sands (cont.)
18	0170				
19	0180				
20	0190				
21	0200			contains trace silt	
22	0210				
23	0220				
24					
25				boring terminated at 25 ft, backfilled with bentonite	
26					
27					
28					
29					
30					
31					
32					
33					

OAKBOREV (REV. 8/2011)

PROJECT: Boeing Plant 2 Seattle, Washington				<b>Log of Boring No. SWB-SB-03</b>		
BORING LOCATION: Southwest Bank Bioswale				ELEVATION AND DATUM: 19.44 ft MLLW		
DRILLING CONTRACTOR: Cascade Drilling, Inc.			DATE STARTED: 7/15/13		DATE FINISHED: 7/15/13	
DRILLING METHOD: Roto Sonic			TOTAL DEPTH (ft.): 20.0		MEASURING POINT: Ground Surface	
DRILLING EQUIPMENT: Rotosonic 17c AMS LAR			DEPTH TO WATER (ft.)		FIRST 15	COMPL.
SAMPLING METHOD: 5-foot-continuous-core system [5' x 4"]				LOGGED BY: NBM		
HAMMER WEIGHT: N/A			DROP: N/A	RESPONSIBLE PROFESSIONAL:		REG. NO.
DEPTH (feet)	SAMPLES		OVM READING (ppm)	DESCRIPTION NAME (USCS): color, moist, % by wt., plast. density, structure, cementation, react. w/HCl, geo. inter.		REMARKS
Sample No.	Sample No.	Blows/ Foot		Surface Elevation: 19.44 ft MLLW		
1				AGGREGATE BASE (GP-SP): brown, sandy GRAVEL with silt		
2						
3						
4						
5						
NR						Fill
6						
7						
8						
9						
10						
11						
12				POORLY-GRADED SAND (SP): black (7.5 YR 2.5/1), moist, fine to medium SAND with trace silt (no odor, no sheen)		
13						
14				color change to light brown		Apparent Native Sands
15						
OAKBOREV (REV. 8/2011)						
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PROJECT: Boeing Plant 2  
Seattle, Washington

## Log of Boring No. SWB-SB-03 (cont'd)

DEPTH (feet)	SAMPLES			DESCRIPTION NAME (USCS): color, moist, % by wt., plast. density, structure, cementation, react. w/HCl, geo. inter.	REMARKS
	Sample No.	Sample	OVM READING (ppm) Blows/ Foot		
16	0150			becomes wet	
17	0160			fine SAND with silt lamination	Apparent Native Sands (cont.)
18	0170			POORLY-GRADED SAND (SP): light brown, moist, fine to medium SAND with trace silt (continued)	
19	0180			color grades back to dark gray	
20	0190				
21	0200				
22	0210				
23	0220				
24					
25				boring terminated at 25 ft, backfilled with bentonite	
26					
27					
28					
29					
30					
31					
32					
33					

OAKBOREV (REV. 8/2011)

PROJECT: Boeing Plant 2 Seattle, Washington				<b>Log of Boring No. SWB-SB-04</b>		
BORING LOCATION: Southwest Bank Bioswale				ELEVATION AND DATUM: 19.53 ft MLLW		
DRILLING CONTRACTOR: Cascade Drilling, Inc.				DATE STARTED: 7/16/13	DATE FINISHED: 7/16/13	
DRILLING METHOD: Roto Sonic				TOTAL DEPTH (ft.): 25.0	MEASURING POINT: Ground Surface	
DRILLING EQUIPMENT: Rotosonic 17c AMS LAR				DEPTH TO WATER (ft.) 12.5	FIRST 12.5	COMPL.
SAMPLING METHOD: 5-foot-continuous-core system [5' x 4"]				LOGGED BY: NBM		
HAMMER WEIGHT: N/A			DROP: N/A	RESPONSIBLE PROFESSIONAL:	REG. NO.	
DEPTH (feet)	SAMPLES			DESCRIPTION NAME (USCS): color, moist, % by wt., plast. density, structure, cementation, react. w/HCl, geo. inter.	Surface Elevation: 19.53 ft MLLW	REMARKS
	Sample No.	Sample No.	Blows/ Foot			
1				AGGREGATE BASE (GP-SP): brown, sandy GRAVEL with silt		
2						
3						
4						
5						
NR						Fill
6						
7						
8						
9						
10						
11						
12						
13				POORLY-GRADED SAND (SP): dark gray (7.5 YR 3/1), wet, fine to medium SAND with trace silt (no odor, no sheen)		
0150						Apparent Native Sands
14						
0160				orange mottling present 14.5 - 18 ft		
15						

## Log of Boring No. SWB-SB-04 (cont'd)

DEPTH (feet)	SAMPLES			DESCRIPTION NAME (USCS): color, moist, % by wt., plast. density, structure, cementation, react. w/HCl, geo. inter.	REMARKS
	Sample No.	Sample	OVM READING (ppm) Blows/ Foot		
16	0170			POORLY-GRADED SAND (SP): dark gray (7.5 YR 3/1), wet, fine to medium SAND with trace silt (continued)	
17	0180				Apparent Native Sands (cont.)
18	0190			pore water is rust orange colored through 20 ft	
19	0200				
20	0210			POORLY-GRADED SAND with SILT (SP-SM): dark gray (7.5 YR 3/1), wet, fine to medium SAND with silt (no odor, no sheen)	
21	0220				
22	0230				
23	0240				
24	0250			boring terminated at 25 ft, backfilled with bentonite	
25	0260				
26	0270				
27	0280				
28	0290				
29	0300				
30	0310				
31	0320				
32	0330				
33					

PROJECT: Boeing Plant 2 Seattle, Washington				<b>Log of Boring No. SWB-SB-05</b>		
BORING LOCATION: Southwest Bank Bioswale				ELEVATION AND DATUM: 19.48 ft MLLW		
DRILLING CONTRACTOR: Cascade Drilling, Inc.			DATE STARTED: 7/16/13		DATE FINISHED: 7/16/13	
DRILLING METHOD: Roto Sonic			TOTAL DEPTH (ft.): 25.0		MEASURING POINT: Ground Surface	
DRILLING EQUIPMENT: Rotosonic 17c AMS LAR			DEPTH TO WATER (ft.)		FIRST 16	COMPL.
SAMPLING METHOD: 5-foot-continuous-core system [5' x 4"]				LOGGED BY: NBM		
HAMMER WEIGHT: N/A			RESPONSIBLE PROFESSIONAL:			REG. NO.
DEPTH (feet)	SAMPLES		OVM READING (ppm)	DESCRIPTION		REMARKS
Sample No.	Sample No.	Blows/ Foot		NAME (USCS): color, moist, % by wt., plast. density, structure, cementation, react. w/HCl, geo. inter.		
			Surface Elevation: 19.48 ft MLLW			
1						
2						
3						
4						
5						
NR				AGGREGATE BASE (GP-SP): brown, sandy GRAVEL with silt		
6						
7						
8						
9						
10						
11						
12						
13						
14				concrete debris		
15						
0142						
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## Log of Boring No. SWB-SB-05 (cont'd)

DEPTH (feet)	SAMPLES			DESCRIPTION NAME (USCS): color, moist, % by wt., plast. density, structure, cementation, react. w/HCl, geo. inter.	REMARKS
	Sample No.	Sample	OVM READING (ppm) Blows/ Foot		
16	0150			POORLY-GRADED SAND (SP): black (7.5 YR 2.5/1), wet, fine to medium SAND with trace silt (petroleum type odor and sheen)  petroleum type odor decreases significantly below 16 ft	Petroleum Type Odor and Sheen
17	0160				Apparent Native Sands
18	0170				
19	0180				
20	0190				
21	0200			POORLY-GRADED SAND with SILT (SP-SM): dark gray (7.5 YR 3/1), wet, fine to medium SAND with silt (no odor, no sheen)	
22	0210				
23	0220				
24	0230			boring terminated at 25 ft, backfilled with bentonite	
25					
26					
27					
28					
29					
30					
31					
32					
33					

PROJECT: Boeing Plant 2 Seattle, Washington				<b>Log of Boring No. SWB-SB-06</b>		
BORING LOCATION: Southwest Bank Bioswale				ELEVATION AND DATUM: 19.64 ft MLLW		
DRILLING CONTRACTOR: Cascade Drilling, Inc.				DATE STARTED: 7/17/13	DATE FINISHED: 7/17/13	
DRILLING METHOD: Roto Sonic				TOTAL DEPTH (ft.): 25.0	MEASURING POINT: Ground Surface	
DRILLING EQUIPMENT: Rotosonic 17c AMS LAR				DEPTH TO WATER (ft.) 15	FIRST	COMPL.
SAMPLING METHOD: 5-foot-continuous-core system [5' x 4"]				LOGGED BY: NBM		
HAMMER WEIGHT: N/A			DROP: N/A	RESPONSIBLE PROFESSIONAL:		REG. NO.
DEPTH (feet)	SAMPLES		OVM READING (ppm)	DESCRIPTION NAME (USCS): color, moist, % by wt., plast. density, structure, cementation, react. w/HCl, geo. inter.		REMARKS
	Sample No.	Sample No.				
				Surface Elevation: 19.64 ft MLLW		
1				AGGREGATE BASE (GP-SP): brown, sandy GRAVEL with silt (FILL)		
2						
3						
4						
5		NR				Fill
6						
7						
8						
9						
10						
11						
12						
13						
14	0140			POORLY-GRADED SAND (SP): dark gray (7.5 YR 3/1), moist, fine SAND with trace silt (no odor, no sheen)		Apparent Native Sands
15						

PROJECT: Boeing Plant 2  
Seattle, Washington

## Log of Boring No. SWB-SB-06 (cont'd)

DEPTH (feet)	SAMPLES			DESCRIPTION NAME (USCS): color, moist, % by wt., plast. density, structure, cementation, react. w/HCl, geo. inter.	REMARKS
	Sample No.	Sample	OVM READING (ppm) Blows/ Foot		
16	0150			becomes wet	
16	0160			POORLY-GRADED SAND (SP): dark gray (7.5 YR 3/1), moist, fine SAND with trace silt (continued)	Apparent Native Sands (cont.)
17	0170				
18	0180				
19	0190			laminations of silt with fine sand	
20	0200				
21					
22					
23					
24					
25				boring terminated at 25 ft, backfilled with bentonite	
26					
27					
28					
29					
30					
31					
32					
33					

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PROJECT: Boeing Plant 2 Seattle, Washington				<b>Log of Boring No. SWB-SB-07</b>		
BORING LOCATION: Southwest Bank Bioswale				ELEVATION AND DATUM: 19.37 ft MLLW		
DRILLING CONTRACTOR: Cascade Drilling, Inc.				DATE STARTED: 7/17/13	DATE FINISHED: 7/17/13	
DRILLING METHOD: Roto Sonic				TOTAL DEPTH (ft.): 25.0	MEASURING POINT: Ground Surface	
DRILLING EQUIPMENT: Rotosonic 17c AMS LAR				DEPTH TO WATER (ft.) 11.4	FIRST	COMPL.
SAMPLING METHOD: 5-foot-continuous-core system [5' x 4"]				LOGGED BY: NBM		
HAMMER WEIGHT: N/A			DROP: N/A	RESPONSIBLE PROFESSIONAL:		REG. NO.
DEPTH (feet)	SAMPLES		OVM READING (ppm)	DESCRIPTION NAME (USCS): color, moist, % by wt., plast. density, structure, cementation, react. w/HCl, geo. inter.		
Sample No.	Sample No.	Blows/ Foot		Surface Elevation: 19.37 ft MLLW		
1				AGGREGATE BASE (GP-SP): brown, sandy GRAVEL with silt (FILL)		
2						
3						
4						
5		NR				
6						
7						
8						
9						
10						
11	0114					
12	0120			SILTY SAND (SM): light brown with orange mottling, wet, silty, fine SAND (no odor, no sheen) very loose, wet sands		
13	0130					
14	0140			SANDY SILT (ML): gray, moist, fine sandy, SILT with trace organics (no odor, no sheen)		
15						
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## Log of Boring No. SWB-SB-07 (cont'd)

DEPTH (feet)	SAMPLES			DESCRIPTION NAME (USCS): color, moist, % by wt., plast. density, structure, cementation, react. w/HCl, geo. inter.	REMARKS
	Sample No.	Sample	Blows/ Foot		
0150				SILTY SAND (SM): gray, wet, silty, fine to coarse SAND (no odor, no sheen)	
16					
17					
18				becomes dark gray (7.5 YR 3/1)	Apparent Native Sands (cont.)
19					
20				coarse sand decreases below 20 ft	
21					
22					
23					
24	NR				
25				boring terminated at 25 ft, backfilled with bentonite	
26					
27					
28					
29					
30					
31					
32					
33					

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**APPENDIX B**

Data Validation Report

# Sayler Data Solutions, Inc.

## DATA VALIDATION REPORT

*Boeing Plant 2–South Shoreline Soil Data – May through August 2013*



**Prepared for:**  
AMEC Environment & Infrastructure, Inc.  
3500 188th Street SW, Ste 601  
Lynnwood, WA 98037-4763

October 16, 2013

### 1.0 Introduction

Data validation was performed on the following laboratory data:

Sample ID	Sample Date/Time	Lab ID	Analyses
SWBSP-S-20-051313	05/13/13 11:11	WP73A WQ00A	PCBs, Metals, TCLP Metals, SV, SVSIM, TPH, VPH, EPH, TOC, TS
SWBSP-S-21-051313	05/13/13 11:19	WP73B WQ00B	PCBs, Metals, TCLP Metals, SV, SVSIM, TPH, VPH, EPH, TOC, TS
SWBSP-S-22-051313	05/13/13 11:23	WP73C WQ00C	PCBs, Metals, TCLP Metals, SV, SVSIM, TPH, VPH, EPH, TOC, TS
SWBSP-S-23-051313	05/13/13 11:29	WP73D WQ00D	PCBs, Metals, TCLP Metals, SV, SVSIM, TPH, VPH, EPH, TOC, TS
TP-MISC-01-053013	05/30/13 13:35	WR98A	PCBs, Metals, SV, SVSIM, TPH
TP-MISC-02-053013	05/30/13 13:50	WR98B	PCBs, Metals, SV, SVSIM, TPH
TP-MISC-03-053013	05/30/13 14:20	WR98C	PCBs, Metals, SV, SVSIM, TPH
SD-PEB006	05/31/13 14:50	WS27A	PCBs, Metals, TOC, TS
SD-PEB015	06/04/13 15:30	WS69A	PCBs, TOC, TS
SD-PEB017	06/09/13 12:00	WT54A	PCBs, SV, TOC, TS
SD-PEB007	06/12/13 12:15	WT82A	PCBs, Metals, SV, TOC, TS
SD-PEB004	06/18/13 10:35	WU40A	PCBs, Metals, TOC, TS
SD-PEB204	06/18/13 10:38	WU40B	PCBs, Metals, TOC, TS
SD-PEB005	06/18/13 11:30	WU40C	PCBs, Metals, TOC, TS
SRS1127	06/18/13 00:00	WU40D	PCBs
SD-PEB003	06/19/13 06:20	WU87A	PCBs, Metals, TOC, TS
SD-PEB016	06/21/13 10:15	WV09A	PCBs, Metals, TOC, TS
SD-PEB014	06/21/13 10:20	WV09B	PCBs, Metals, TOC, TS
SD-PEB214	06/21/13 10:25	WV09C	PCBs, Metals, TOC, TS
SRS1127	06/21/13 00:00	WV09D	PCBs
SD-PEB013	06/27/13 14:00	WV85A	VOA, TOC, TS
SD-PEB012	06/27/13 14:30	WV85B	PCBs, Metals, TOC, TS
PSRM0008	06/27/13 00:00	WV85C	PCBs
SD-PEB001	07/02/13 12:05	WW28A	PCBs, Metals, TOC, TS
SD-PEB002	07/02/13 12:25	WW28B	PCBs, Metals, TOC, TS
PSRM0008	07/02/13 00:00	WW28D	PCBs
SD-PEB010	07/08/13 10:56	WW69A	PCBs, TOC, TS

Sample ID	Sample Date/Time	Lab ID	Analyses
SD-PEB011	07/09/13 14:05	WW95A	PCBs, Metals, TOC, TS
SWB-SB-01-0137	07/15/13 11:10	WX69A	PCBs, Metals, SV, SVSIM, TPH, VPH, EPH, TOC, TS
SWB-SB-01-0145	07/15/13 11:18	WX69B	PCBs, Metals, SV, SVSIM, TPH, VPH, EPH, TOC, TS
SWB-SB-02-0130	07/15/13 14:10	WX69C	PCBs, Metals, SV, SVSIM, TPH, VPH, EPH, TOC, TS
SWB-SB-02-0140	07/15/13 14:15	WX69D	PCBs, Metals, SV, SVSIM, TPH, VPH, EPH, TOC, TS
SWB-SB-02-0150	07/15/13 14:25	WX69E	PCBs, Metals, SV, SVSIM, TPH, VPH, EPH, TOC, TS
SWB-SB-03-0130	07/15/13 15:25	WX69F	PCBs, Metals, SV, SVSIM, TPH, VPH, EPH, TOC, TS
SWB-SB-03-0130	07/15/13 00:00	WX69F	TPH
SWB-SB-04-0140	07/16/13 07:30	WX69G	PCBs, Metals, SV, SVSIM, TPH, VPH, EPH, TOC, TS
SWB-SB-05-0150	07/16/13 09:00	WX69H	PCBs, Metals, SV, SVSIM, TPH, VPH, EPH, TOC, TS
SWB-SB-05-0160	07/16/13 09:05	WX69I	PCBs, Metals, SV, SVSIM, TPH, VPH, EPH, TOC, TS
SPP-SB-05-0070	07/16/13 11:55	WX69J	PCBs, TOC, TS
SPP-SB-05-0080	07/16/13 12:00	WX69K	PCBs, TOC, TS
SPP-SB-01-0150	07/16/13 13:05	WX69L	PCBs, TOC, TS
SPP-SB-01-0160	07/16/13 13:10	WX69M	PCBs, TOC, TS
SPP-SB-04-0065	07/16/13 14:40	WX69N	PCBs, TOC, TS
SPP-SB-04-0075	07/16/13 14:45	WX69O	PCBs, TOC, TS
SPP-SB-03-0060	07/16/13 15:30	WX69P	PCBs, TOC, TS
SPP-SB-03-0070	07/16/13 15:35	WX69Q	PCBs, TOC, TS
Rinsate 1	07/15/13 13:00	WX69R	PCBs, Metals, SV, TPH, VPH, EPH, TOC
Rinsate 2	07/16/13 09:55	WX69S	PCBs, Metals, SV, TPH, VPH, EPH, TOC
Rinsate 3	07/16/13 12:35	WX69T	PCBs
Rinsate 4	07/16/13 16:05	WX69U	PCBs
Trip Blanks	07/15/13 00:00	WX69V	VPH
SPP-SB-03-0050	07/16/13 15:25	WX82A	PCBs, TOC, TS
SPP-SB-02-0120	07/16/13 11:10	WX82B	PCBs, TOC, TS
SPP-SB-02-0140	07/16/13 11:20	WX82C	PCBs, TOC, TS
OA22B-SB-02-0033	07/17/13 05:45	WX83A	PCBs, TOC, TS
OA22B-SB-02-0039	07/17/13 05:50	WX83B	PCBs, TOC, TS
OA22B-SB-03-0016	07/17/13 06:05	WX83C	PCBs, TOC, TS
OA22B-SB-03-0020	07/17/13 06:10	WX83D	PCBs, TOC, TS
OA22B-SB-04-0014	07/17/13 06:30	WX83E	PCBs, TOC, TS
OA22B-SB-04-0020	07/17/13 06:35	WX83F	PCBs, TOC, TS
OA22B-SB-04-0030	07/17/13 06:40	WX83G	PCBs, TOC, TS
OA22B-SB-04-0040	07/17/13 06:45	WX83H	PCBs, TOC, TS
OA22B-SB-01-0030	07/17/13 07:00	WX83I	PCBs, TOC, TS
OA22B-SB-01-0040	07/17/13 07:03	WX83J	PCBs, TOC, TS
OA22B-SB-05-0046	07/17/13 07:30	WX83K	PCBs, TOC, TS
OA22B-SB-05-0055	07/17/13 07:35	WX83L	PCBs, TOC, TS
SPP-SB-02B-0150	07/17/13 09:15	WX83M	PCBs, TOC, TS
SPP-SB-02B-0160	07/17/13 09:20	WX83N	PCBs, TOC, TS
SWB-SB-06-0140	07/17/13 10:30	WX83O	PCBs, Metals, SV, SVSIM, TPH, VPH, EPH, TOC, TS
SWB-SB-07-0130	07/17/13 14:10	WX83P	PCBs, Metals, SV, SVSIM, TPH, VPH, EPH, TOC, TS
Rinsate 7	07/17/13 15:30	WX83Q	PCBs, Metals, SV, TPH, VPH, EPH, TOC
Rinsate 5	07/17/13 08:15	WX83R	PCBs
Rinsate 6	07/17/13 08:20	WX83S	PCBs
Trip Blanks	07/17/13 00:00	WX83T	VPH

Sample ID	Sample Date/Time	Lab ID	Analyses
SPP-SB-01-0170	07/16/13 13:15	WY58A	PCBs, TOC, TS
SPP-SB-01-0180	07/16/13 13:20	WY58B	PCBs, TOC, TS
SPP-SB-01-0190	07/16/13 13:25	WY58C	PCBs, TOC, TS
SPP-SB-05-0050	07/16/13 11:45	WY58D	PCBs, TOC, TS
SPP-SB-05-0060	07/16/13 11:50	WY58E	PCBs, TOC, TS
OA22B-SB-01-0050	07/17/13 07:06	WY58F	PCBs, TOC, TS
OA22B-SB-01-0060	07/17/13 07:09	WY58G	PCBs, TOC, TS
SD-SPP-099	08/18/13 09:30	XB56A	PCBs, TOC, TS
SD-SPP-100	08/18/13 09:35	XB56B	PCBs, TOC, TS
SD-PEB008	08/17/13 10:15	XB61A	PCBs, Met, SV, TOC, TS
SD-PEB007	08/17/13 10:50	XB61B	PCBs, Met, SV, TOC, TS
AS-01-082913	08/29/13 11:20	XC83A	PCBs, Met, SV, SVSIM, TOC, TS
DF-01-082913	08/29/13 11:15	XC83B	PCBs, Met, SV, SVSIM, TOC, TS

Analyses were performed by Analytical Resources, Inc. in Tukwila, Washington.

Validation: A summary validation was performed for these analyses. Validation was performed by Cari Sayler. Data qualifiers are summarized in section 9.0 of this report.

Analytical methods: Table 1 and table 2 of the QAPP specify the following analytical methods:

Analysis	Method
Polychlorinated Biphenyls	EPA 8082 with 3665B/3660B cleanups
Metals(except mercury)	EPA 6010
Mercury	EPA 7471A
Volatile Organics	EPA 8260C
Semivolatile Organics	EPA 8270D
Semivolatile Organics (SIM)	EPA 8270D SIM
Petroleum Hydrocarbons, Diesel extended	Not Specified
Volatile Petroleum Hydrocarbons	Not Specified
Extractable Petroleum Hydrocarbons	Not Specified
Total Organic Carbon	EPA 9060
Total Solids	160.1

These methods were used with the following exceptions: The most recent version of the methods for PCB (8082A) was used. ICP metals were analyzed by method 200.8 or 6010C. Petroleum hydrocarbon analyses included NWTPH-Dx, VPH and EPH. Soil Total Organic Carbon (TOC) analyses were performed by Plumb, 1981, and Total solids analyses were performed by EPA method 2540B. These are considered acceptable substitutions. Additionally, PCB cleanups included silica gel in addition to the specified sulfur and acid cleanups for all soil samples except those in SDG WX69.

Sample Receipt: Sample chain-of-custodices were reviewed. Requested analyses were performed with the following exceptions: Chain of custodices for SDGs WS69 and WV85 listed TSS instead of TS as one of the soil analyses. The laboratory correctly analyzed and reported total solids results.

The cooler receipt temperatures measured at upon receipt at the laboratory were outside the recommended range of 2 to 6° in several samples as follows:

SDG	SampleID(s)	Cooler Temp (°C)	Elapsed Time
WS27	SD-PEB006	10.8	1 hour
WV85	SD-PEB012 SD-PEB013	11.5	3.5 - 4 hours
WW95	SD-PEB011	16.2	2 hours

The volatile results reported in sample SD-PEB013 are qualified as estimated. The PCB, Metals, TOC, and total solids results in each of these samples are considered unaffected because these analytes are not highly susceptible to degradation and the samples were refrigerated at the laboratory.

Sample number transcription: Sample IDs in the electronic data deliverable (EDD) were compared to the chain-of-custody for each sample. All sample IDs matched the chain of custody.

## 2.0 Volatile Organic Analyses

Quality control analysis frequencies: The QAPP specifies that the following quality control samples be analyzed one per analytical batch or one per twenty samples, whichever is more frequent: method blank, and laboratory control sample (LCS). A matrix spike (MS) and MS duplicate (MSD) must be analyzed one per twenty samples. In addition, surrogate compounds must be measured in each field and quality control sample.

The sample was analyzed with a method blank, LCS, LCS duplicate (LCSD) and appropriate surrogates. No qualifiers are added based on the absence of the MS and MSD.

Holding times: The sample was analyzed within the 14 days holding time. However, as mentioned in the sample receipt section above, the sample receipt temperature of 11.5° exceeded the recommended range of 2 to 6°, and the volatile organic results are qualified as estimated.

Instrument calibration: Data usability criteria for calibrations include maximum relative standard deviations (RSDs) of  $\pm 30\%$  or minimum correlation coefficients ( $R^2$ ) of 0.990 for each initial calibration, and maximum % differences of  $\pm 25\%$  for each continuing calibration. Additionally, the QAPP specifies maximum relative standard deviations (RSDs) of  $\pm 20\%$  and maximum % differences of  $\pm 30\%$  for the initial calibration verification and  $\pm 20\%$  for each continuing calibration.

Method 8260C recommends minimum relative response factors (RRF) between 0.050 and 0.500 for various compounds, but allows low responses for non-critical target analytes. The current functional guideline specifies minimum RRFs of 0.010 for poor performers and 0.050 for the remaining compounds.

These criteria were met.

Laboratory blank results: Criteria for blanks are that analyte concentrations must be below the RL, or below 10% of the lowest associated sample concentration. No contamination was detected in the method blank.

Surrogate recoveries: Laboratory control limits ranged from 77-120 to 80-149%. Surrogate recoveries were within these limits.

LCS recoveries: Laboratory control limits ranged from 73-131 to 80-120%. The QAPP specifies limits of 53-120% for vinyl chloride, and 80-120% for cis-1,2-dichloroethene and trichloroethene. LCS recoveries were within these limits.

LCS/LCSD RPDs: RPDs were within the laboratory 30% control limit.

Laboratory flags: No additional qualifiers were assigned on the basis of the laboratory flags.

Reporting limits: The QAPP specifies a reporting limit (RL) of 1 ug/kg for each volatile organic compound. These limits were met.

Overall assessment: Documentation was found to be clear and complete. Calibration data demonstrate acceptable instrument performance. Laboratory control sample and surrogate results demonstrate acceptable accuracy and precision. Results were estimated due to high sample receipt temperatures.

Volatile organic data, as qualified, are acceptable for use.

### 3.0 Semivolatile Organic Analyses

Quality control analysis frequencies: The QAPP specifies that the following quality control samples be analyzed one per analytical batch or one per twenty samples, whichever is more frequent: method blank, and laboratory control sample (LCS). A matrix spike (MS) and MS duplicate (MSD) must be analyzed one per twenty samples. In addition, surrogate compounds must be measured in each field and quality control sample.

These frequencies were met.

Holding times: Refrigerated sediment samples must be extracted within 14 days of collection. Frozen sediment samples must be extracted within 1 year of collection. Extracts must be analyzed within 40 days of extraction. These holding times were met.

Instrument calibration: The current functional guidelines criteria include maximum relative standard deviations (RSDs) of  $\pm 40\%$  for poor performers and  $\pm 20\%$  for the remaining compounds in the initial calibration, and maximum % differences of  $\pm 40\%$  for poor performers and  $\pm 25\%$  for the remaining compounds in the continuing calibration. Additionally, the QAPP specifies maximum relative standard deviations (RSDs) of  $\pm 20\%$  for the initial calibration,  $\pm 20\%$  for each CCC continuing calibration compound and  $\pm 40\%$  for other continuing calibration compounds.

Method 8270D recommends minimum relative response factors (RRF) between 0.01 and 0.9 for various compounds, but allows low responses for non-critical target analytes. The QAPP specifies a minimum RRF of 0.050 for SPCC compounds and 0.010 for other compounds. The current functional guideline specifies minimum RRFs of 0.010 for poor performers and 0.050 for the remaining compounds.

Initial calibration RSDs were below 20%. Continuing calibration % differences were within  $\pm 25\%$  with the following exceptions:

SDG	Standard	Analyte	% Difference
WR98	06/03/2013 10:11	3-Nitroaniline	-40.1
WR98	06/03/2013 10:11	4-Nitroaniline	-27.0
WR98	06/03/2013 10:11	Carbazole	-43.4
XC83	09/03/2013 11:53	Benzoic Acid	-27.4
XC83	09/03/2013 11:53	Pentachlorophenol	-37.3

4-Nitroaniline is a known poor performer and the % differences was below  $\pm 40\%$ , so no qualifiers were required. Positive and non-detect results for the remaining analytes are qualified as estimated.

RRFs for continuing calibration second order quantitations were not reported and could not be reviewed. RRFs in the initial calibration and the remaining RRFs in the continuing calibration were above 0.050.

Laboratory blank results: Criteria for blanks are that analyte concentrations must be below the RL, or below 10% of the lowest associated sample concentration. The following contamination was detected in the method blank at a level below the RL, meeting performance criteria:

QC ID	Analyte	Concentration (ug/kg)	RL (ug/kg)
WP73 MB	Diethylphthalate	44 J	50

Diethylphthalate concentrations below five times this level in the associated samples should be considered not detected, and are qualified "U".

Surrogate recoveries: QAPP control limits were 30-160%. Laboratory control limits ranged from 24-134 to 31-130%. Surrogate recoveries were within these limits with the following exceptions:

Sample ID	Surrogate	% Recovery	Lab Control Limit
13-18069-XC83LCS	2-Fluorophenol	124	32.0 - 120
13-18069-XC83LCS	2,4,6-Tribromophenol	139	23.0 - 133
13-18069-XC83LCS	d4-2-Chlorophenol	124	36.0 - 120
DF-01-082913	d5-Phenol	127	29.0 - 120
DF-01-082913	2-Fluorophenol	130	27.0 - 120
DF-01-082913	d4-2-Chlorophenol	134	31.0 - 120
13-18069-XC83LCSD	2,4,6-Tribromophenol	137	23.0 - 133
13-18069-XC83LCSD	d4-2-Chlorophenol	121	36.0 - 120

Detected results in sample DF-01-082913 are qualified as estimated and non-detects are considered unaffected. No qualifiers are added to samples on the basis of elevated QC Sample recoveries.

LCS recoveries: QAPP control limits were 30-160%. Laboratory control limits ranged from 10-160 to 64-120%. LCS recoveries were within these limits with the following exceptions:

QC ID	Analyte	% Recovery	Lab Control Limit
13-11538-WR98LCS	Carbazole	127	60.0 - 121
13-18069-XC83LCS	1,2,4-Trichlorobenzene	119	50.0 - 106

QC ID	Analyte	% Recovery	Lab Control Limit
13-11538-WR98LCSD	2-Nitroaniline	116	51.0 - 115
13-11538-WR98LCSD	Carbazole	130	60.0 - 121
13-12477-WT54LCSD	Di-n-Butylphthalate	124	60.0 - 119
13-12477-WT54LCSD	Di-n-Octyl phthalate	117	59.0 - 114
13-12640-WT82LCSD	Di-n-Octyl phthalate	117	59.0 - 114
13-12640-WT82LCSD	Di-n-Butylphthalate	124	60.0 - 119
13-15174-WX83LCSD	2,4-Dimethylphenol	35.9	40.0 - 110
13-18069-XC83LCSD	Di-n-Octyl phthalate	115	59.0 - 114

Compounds with low recoveries are qualified as estimated in the associated samples for both non-detect and detected results. Compounds with high recoveries are qualified as estimated in the associated samples for detected results only.

LCS/LCSD RPDs: RPDs were within the laboratory 30% control limit with the following exception:

QC ID	Analyte	RPD	Lab Control Limit
13-11538-WR98LCSD	Benzyl Alcohol	40.4	30

This compound was not detected in the associated samples, and no qualifiers are required.

CRM recoveries: CRM Recoveries ranged from 55.4% to 126.1%. No qualifiers are added on the basis of CRM results.

MS recoveries: QAPP and laboratory control limits were 30-160%. MS recoveries were within these limits with the following exceptions:

QC ID	Analyte	% Recovery	Lab Control Limit
SWB-SB-03-0130MS	Pentachlorophenol	26.2	30.0 - 160
SWB-SB-03-0130MSD	Pentachlorophenol	25.5	30.0 - 160

The pentachlorophenol result in sample SWB-SB-03-0130 is qualified as estimated.

MS/MSD RPDs: RPDs were within the QAPP limit of 40% and the laboratory control limit of 30% with the following exception:

QC ID	Analyte	RPD	Lab Control Limit
SWB-SB-03-0130MS/D	Benzyl Alcohol	39.2	30

This compound was not detected in the parent sample, and no qualifiers are required.

Multiple reported results: Unless quality control results warrant the rejection of one result, multiple reported results are evaluated according to the following guidelines

- (1) If both results are non-detects, the lower reporting limit was selected.
- (2) If one result was not detected and the other detected, the detection was selected.
- (3) If both results were detections, the following additional criteria were applied:
  - (a) If one result was off-scale and one was on-scale, the on-scale result was selected.

- (b) If associated QC results indicated high bias, the lower concentration result was selected.
- (c) If associated QC results indicated no, low, or mixed biases, the higher concentration result was selected.

This approach is conservative, and is considered most protective of the environment. The results not selected as the best result to report are qualified R1, rejected due to the availability of better results.

**Laboratory flags:** Various results were flagged 'M' by the laboratory indicating a poor spectral match. The corresponding validation qualifier, 'N' for presumed present, is assigned.

**Reporting limits:** The following RLs were elevated above QAPP levels:

Sample ID	Analyte	Reported RL (ug/kg)	QAPP RL (ug/kg)
SWBSP-S-20-051313	Benzoic Acid	430	400
SWBSP-S-20-051313	Benzyl Alcohol	22	20
SWBSP-S-20-051313	Diethylphthalate	54	5
SWBSP-S-20-051313	Di-n-Octyl phthalate	22	20
SWBSP-S-21-051313	Acenaphthylene	25	20
SWBSP-S-21-051313	Benzoic Acid	490	400
SWBSP-S-21-051313	Di-n-Octyl phthalate	25	20
SWBSP-S-21-051313	N-Nitrosodiphenylamine	25	20
SWBSP-S-23-051313	4-Methylphenol	84	40
SWBSP-S-23-051313	Acenaphthylene	84	20
SWBSP-S-23-051313	Benzo(a)pyrene	84	20
SWBSP-S-23-051313	Benzo(g,h,i)perylene	84	20
SWBSP-S-23-051313	Benzoic Acid	1700	400
SWBSP-S-23-051313	bis(2-Ethylhexyl)phthalate	100	25
SWBSP-S-23-051313	Diethylphthalate	210	5
SWBSP-S-23-051313	Di-n-Butylphthalate	84	20
SWBSP-S-23-051313	Di-n-Octyl phthalate	84	20
SWBSP-S-23-051313	Indeno(1,2,3-cd)pyrene	84	20
SWBSP-S-23-051313	Phenol	84	20
DF-01-082913	2-Methylnaphthalene	98	20
DF-01-082913	Acenaphthylene	98	20
DF-01-082913	Anthracene	98	20
DF-01-082913	Benzo(a)pyrene	98	20
DF-01-082913	Benzo(g,h,i)perylene	98	20
DF-01-082913	Diethylphthalate	98	5
DF-01-082913	Di-n-Butylphthalate	98	20
DF-01-082913	Di-n-Octyl phthalate	98	20
DF-01-082913	Indeno(1,2,3-cd)pyrene	98	20
SD-PEB007	Butylbenzylphthalate	19	5
SD-PEB007	Diethylphthalate	46	5
SD-PEB007	Dimethylphthalate	19	5
SD-PEB008	Bis(2-ethylhexyl)phthalate	64	25
SD-PEB008	Butylbenzylphthalate	24	5
SD-PEB008	Diethylphthalate	64	5
SD-PEB008	Dimethylphthalate	64	5
SD-PEB008	Di-n-Butylphthalate	64	20
SD-PEB008	Di-n-Octyl phthalate	64	20
SD-PEB009	Bis(2-ethylhexyl)phthalate	55	25
SD-PEB009	Butylbenzylphthalate	20	5
SD-PEB009	Diethylphthalate	55	5

Sample ID	Analyte	Reported RL (ug/kg)	QAPP RL (ug/kg)
SD-PEB009	Dimethylphthalate	55	5
SD-PEB009	Di-n-Butylphthalate	55	20
SD-PEB009	Di-n-Octyl phthalate	55	20
SD-PEB017	Butylbenzylphthalate	19	5
SD-PEB017	Diethylphthalate	47	5
SD-PEB017	Dimethylphthalate	19	5
SWB-SB-01-0137	Total Benzofluoranthenes	39	20
SWB-SB-01-0145	Total Benzofluoranthenes	38	20
SWB-SB-02-0130	Total Benzofluoranthenes	38	20
SWB-SB-02-0140	Diethylphthalate	46	5
SWB-SB-02-0140	Total Benzofluoranthenes	37	20
SWB-SB-02-0150	Total Benzofluoranthenes	38	20
SWB-SB-03-0130	Diethylphthalate	47	5
SWB-SB-03-0130	Total Benzofluoranthenes	38	20
SWB-SB-04-0140	Diethylphthalate	47	5
SWB-SB-05-0150	Acenaphthylene	30	20
SWB-SB-05-0150	Benzo(a)anthracene	30	20
SWB-SB-05-0150	Benzo(a)pyrene	30	20
SWB-SB-05-0150	Benzo(g,h,i)perylene	30	20
SWB-SB-05-0150	Benzoic Acid	600	400
SWB-SB-05-0150	Diethylphthalate	75	5
SWB-SB-05-0150	Di-n-Butylphthalate	30	20
SWB-SB-05-0150	Di-n-Octyl phthalate	30	20
SWB-SB-05-0150	Indeno(1,2,3-cd)pyrene	30	20
SWB-SB-05-0150	Naphthalene	30	20
SWB-SB-05-0150	Phenol	30	20
SWB-SB-05-0150	Total Benzofluoranthenes	60	20
SWB-SB-05-0160	Total Benzofluoranthenes	38	20
SWB-SB-06-0140	Total Benzofluoranthenes	39	20
SWB-SB-07-0130	Total Benzofluoranthenes	37	20
TP-MISC-01-053013	Diethylphthalate	50	5
TP-MISC-02-053013	Diethylphthalate	50	5
TP-MISC-03-053013	Diethylphthalate	47	5
TP-MISC-03-053013	Total Benzofluoranthenes	37	20

Screening levels were not provided and no further assessment was performed. No qualifiers are assigned on the basis of elevated reporting limits.

Overall assessment: Documentation was found to be clear and complete with a minor exception. Results were estimated due to continuing calibration, blank contamination, surrogate, LCS and MS accuracy.

Semivolatile organic data, as qualified, are acceptable for use.

#### 4.0 Semivolatile Organic Selective Ion Monitoring (SIM) Analyses

Quality control analysis frequencies: The QAPP specifies that the following quality control samples be analyzed one per analytical batch or one per twenty samples, whichever is more frequent: method blank, and laboratory control sample (LCS). A matrix spike (MS) and MS duplicate (MSD) must be analyzed one per twenty samples. In addition, surrogate compounds must be measured in each field and quality control sample.

These frequencies were met.

Holding times: Refrigerated sediment samples must be extracted within 14 days of collection. Frozen sediment samples must be extracted within 1 year of collection. Extracts must be analyzed within 40 days of extraction. These holding times were met.

Instrument calibration: The current functional guidelines criteria include maximum relative standard deviations (RSDs) of  $\pm 40\%$  for poor performers and  $\pm 20\%$  for the remaining compounds in the initial calibration, and maximum % differences of  $\pm 40\%$  for poor performers and  $\pm 25\%$  for the remaining compounds in the continuing calibration. Additionally, the QAPP specifies maximum relative standard deviations (RSDs) of  $\pm 20\%$  for the initial calibration,  $\pm 20\%$  for each CCC continuing calibration compound and  $\pm 40\%$  for other continuing calibration compounds.

Method 8270D recommends minimum relative response factors (RRF) between 0.01 and 0.9 for various compounds, but allows low responses for non-critical target analytes. The QAPP specifies a minimum RRF of 0.050 for SPCC compounds and 0.010 for other compounds. The current functional guideline specifies minimum RRFs of 0.010 for poor performers and 0.050 for the remaining compounds.

Initial calibration RSDs were below 20%. Continuing calibration % differences were within  $\pm 25\%$  with the following exceptions:

SDG	Standard	Analyte	% Difference
WP73	05/14/2013 11:21	Benzyl Alcohol	-27.7
WP73	05/14/2013 11:21	Pentachlorophenol	-45.5
WX83	07/22/2013 12:35	Pentachlorophenol	33.5
XC83	09/03/2013 12:28	Pentachlorophenol	-64.4

Negative percent differences represent a low response in the continuing calibrations. Positive and non-detect results associated with the negative % differences are qualified as estimated. Positive results associated with the positive % difference are qualified as estimated and the non-detects are considered unaffected.

RRFs in the initial and continuing calibrations were above 0.050.

Laboratory blank results: Criteria for blanks are that analyte concentrations must be below the RL, or below 10% of the lowest associated sample concentration. No contamination was detected in the method blanks.

Surrogate recoveries: Laboratory control limits ranged from 27-100 to 37-120%. Surrogate recoveries were within these limits with the following exception:

Sample ID	Surrogate	% Recovery	Lab Control Limit
DF-01-082913	2-Fluorophenol	123	27.0 - 120

The results in this sample are qualified as estimated.

LCS recoveries: QAPP control limits were 30-160%. Laboratory control limits ranged from 30-160 to 42-116%. LCS recoveries were within these limits.

LCS/LCSD RPDs: RPDs were within the laboratory 30% control limit with the following exception:

QC ID	Analyte	RPD	Lab Control Limit
13-11538-WR98LCS/D	Benzyl Alcohol	38.6	30

This compound was not detected in the associated samples, and no qualifiers are required.

CRM recoveries: CRM Recoveries ranged from 65.7% to 117%. No qualifiers are added on the basis of CRM results.

MS recoveries: QAPP and laboratory control limits were 30-160%. MS recoveries were within these limits with the following exceptions:

QC ID	Analyte	% Recovery	Lab Control Limit
SWB-SB-03-0130MS	Pentachlorophenol	29.9	30.0 - 160
SWB-SB-03-0130MSD	Pentachlorophenol	28.5	30.0 - 160

The pentachlorophenol result in sample SWB-SB-03-0130 is qualified as estimated.

MS/MSD RPDs: RPDs were within the QAPP limit of 40% and the laboratory control limit of 30%.

Laboratory flags: No additional qualifiers were assigned on the basis of the laboratory flags.

Reporting limits: The following RLs were elevated above QAPP levels:

Sample ID	Analyte	Reported RL (ug/kg)	QAPP RL (ug/kg)
SWBSP-S-20-051313	Butylbenzylphthalate	5.4	5
SWBSP-S-21-051313	Benzyl Alcohol	25	20
SWBSP-S-21-051313	Butylbenzylphthalate	6.2	5
SWBSP-S-21-051313	Hexachlorobenzene	6.2	5
SWBSP-S-21-051313	Hexachlorobutadiene	6.2	5
SWBSP-S-23-051313	2-Methylphenol	21	5
SWBSP-S-23-051313	Benzyl Alcohol	84	20
SWBSP-S-23-051313	Hexachlorobenzene	21	5
SWBSP-S-23-051313	Pentachlorophenol	210	50
AS-01-082913	2,4-Dimethylphenol	23	20
DF-01-082913	1,2,4-Trichlorobenzene	24	5
DF-01-082913	1,2-Dichlorobenzene	24	5
DF-01-082913	1,4-Dichlorobenzene	24	5
DF-01-082913	2,4-Dimethylphenol	120	20
DF-01-082913	Dibenz(a,h)Anthracene	24	5
DF-01-082913	Dimethylphthalate	24	5
DF-01-082913	Hexachlorobenzene	24	5
DF-01-082913	Hexachlorobutadiene	24	5
DF-01-082913	N-Nitrosodiphenylamine	24	20
SWB-SB-05-0150	1,2,4-Trichlorobenzene	7.5	5
SWB-SB-05-0150	1,2-Dichlorobenzene	7.5	5
SWB-SB-05-0150	1,4-Dichlorobenzene	7.5	5
SWB-SB-05-0150	2-Methylphenol	7.5	5
SWB-SB-05-0150	Benzyl Alcohol	30	20
SWB-SB-05-0150	Butylbenzylphthalate	7.5	5
SWB-SB-05-0150	Dibenz(a,h)Anthracene	7.5	5
SWB-SB-05-0150	Dimethylphthalate	7.5	5
SWB-SB-05-0150	Hexachlorobenzene	7.5	5

Sample ID	Analyte	Reported RL (ug/kg)	QAPP RL (ug/kg)
SWBSP-S-20-051313	Butylbenzylphthalate	5.4	5
SWBSP-S-21-051313	Benzyl Alcohol	25	20
SWBSP-S-21-051313	Butylbenzylphthalate	6.2	5
SWBSP-S-21-051313	Hexachlorobenzene	6.2	5
SWBSP-S-21-051313	Hexachlorobutadiene	6.2	5
SWBSP-S-23-051313	2-Methylphenol	21	5
SWBSP-S-23-051313	Benzyl Alcohol	84	20
SWBSP-S-23-051313	Hexachlorobenzene	21	5
SWBSP-S-23-051313	Pentachlorophenol	210	50
SWB-SB-05-0150	Hexachlorobutadiene	7.5	5
SWB-SB-05-0150	N-Nitrosodiphenylamine	30	20
SWB-SB-05-0150	Pentachlorophenol	75	50

Screening levels were not provided and no further assessment was performed. No qualifiers are assigned on the basis of elevated reporting limits.

**Overall assessment:** Documentation was found to be clear and complete. Results were estimated due to continuing calibration, surrogate, and MS accuracy, as well as LCS/LCSD precision.

Semivolatile SIM organic data, as qualified, are acceptable for use.

## 5.0 PCB Analyses

**Quality control analysis frequencies:** The QAPP specifies that the following quality control samples be analyzed one per analytical batch or one per twenty samples, whichever is more frequent: method blank, and laboratory control sample (LCS). A matrix spike (MS) and MS duplicate (MSD) must be analyzed one per twenty samples and a regional reference material (RRM) must be analyzed one per fifty samples. In addition, surrogate compounds must be measured in each field and quality control sample. These frequencies were met.

Field quality control sample requirements include field duplicates at a 10% frequency for the post-excavation bank samples only. Two field duplicates were analyzed, meeting this requirement.

**Holding times:** Refrigerated sediment samples must be extracted within 14 days of collection. Frozen sediment samples must be extracted within 1 year of collection. Extracts must be analyzed within 40 days of extraction. These holding times were met.

**Instrument calibration:** Data usability criteria for calibrations include minimum correlation coefficients ( $R^2$ ) of 0.990 or maximum RSDs of  $\pm 20\%$  for each initial calibration, and maximum % differences of  $\pm 25\%$  for each continuing calibration. These criteria were met.

**Laboratory blank results:** Criteria for blanks are that analyte concentrations must be below the RL, or below 10% of the lowest associated sample concentration. These criteria were met.

Surrogate recoveries: QAPP control limits were 34-141%. Surrogate recoveries are not evaluated in samples with dilution factors of 10 or more. The remaining surrogate recoveries were within QAPP and laboratory control limits with the following exceptions:

Sample ID	Surrogate	% Recovery	Lab Control Limit
SD-PEB016	Decachlorobiphenyl	120	54.0 - 115
SPP-SB-03-0050	Decachlorobiphenyl	129	54.0 - 115
SPP-SB-02-0140	Decachlorobiphenyl	136	54.0 - 115

Detected concentrations in these samples are qualified as estimated. Non-detect results are considered unaffected.

LCS recoveries: QAPP control limits were 37-116%. LCS recoveries were within QAPP and laboratory control limits.

RRM recoveries: RRM Aroclor 1260 results ranged from 120 to 160 ug/kg. All seven of the SRMs were within the advisory limits of 38-167%.

MS recoveries: QAPP control limits were 37-116%. Control limits do not apply when the native concentration exceeds four times the amount spiked. Remaining MS recoveries were within QAPP and laboratory control limits with the following exception:

QC ID	Analyte	Recovery (%)	Lab Control Limit
SD-PEB016 MS	Aroclor 1016	124	20-154

Aroclor 1016 was not detected in the native sample and no qualifiers are required.

MS/MSD RPDs: QAPP control limits were 50%. RPDs were within QAPP and laboratory control limits with one exception:

QC ID	Analyte	RPD (%)	Lab Control Limit
SD-PEB016 MSD	Aroclor 1260	31.7	30

This analyte is qualified as estimated in the parent sample.

Field duplicate RPDs: Field duplicate RPDs were below 50% where the concentrations were above five times the reporting limit with the following exception:

FD ID	Analyte	FD Result (ug/kg)	Sample Result (ug/kg)	RPD
SD-PEB214 / SD-PEB014	Aroclor 1260	22,000	8,400	89.5

This analyte are qualified as estimated in the field duplicates and parent sample.

Field duplicate concentrations were within +/- two times the reporting limit where concentrations were below five times the reporting limit.

Multiple reported results: Multiple reported results are qualified using the guidelines in section 3.0 above. Samples with dilutions were reduced to a single result.

Laboratory flags: Various results are flagged Y to indicate elevated reporting limits. These results are qualified "UY" to clarify that the aroclor was not detected. Aroclor

1260 in samples SWB-SB-02-0150, SWB-SB-05-0150, and OA22B-SB-03-0020 were flagged P to indicate the dual column RPD exceeded 40%. These results are qualified as estimated.

Reporting limits: RLs for various aroclors were elevated above 20 ug/Kg due to chromatographic overlap with other aroclors and necessary dilution. With the exception of sample TP-MISC-01-053013, these samples also contained detected aroclors and the impact on the total PCB value was minimal. No qualifiers are assigned on the basis of elevated reporting limits.

Overall assessment: Documentation was found to be clear and complete. Calibration data demonstrate acceptable instrument performance. Laboratory control sample results demonstrate acceptable accuracy and precision. Multiple analysis results were reduced to the most appropriate to use. Results were estimated due to MS/D variability, field duplicate variability, and dual column variability.

Except for data replaced by another result, PCB data are acceptable for use as qualified.

## 6.0 Petroleum Hydrocarbon Analyses

Quality control analysis frequencies: The VPH and EPH methods specify that the following quality control samples be analyzed one per analytical batch or one per twenty samples, whichever is more frequent: method blank, laboratory control sample (LCS), matrix spike (MS), and sample duplicate. The NWTPH-Dx method specifies that a method blank must be analyzed each extraction day and a sample duplicate must be analyzed one per ten samples. In addition, all three methods require surrogate compounds to be measured in each field and quality control sample.

Each TPH and EPH batch included a method blank and LCS. One MS/MSD pair was analyzed with SDG WX69. Each extraction batch without an MS/MSD pair also included an LCS duplicate (LCSD). Each VPH batch included a method blank and LCS and LCSD. One MS/MSD pair was analyzed with SDG WX83. No qualifiers were assigned based on the absence of quality control samples.

Holding times: VPH samples must be analyzed within 14 days. EPH and NWTPH-Dx samples must be extracted within 14 days of collection and analyzed within 40 days of extraction. These holding times were met.

Instrument calibration: Initial and continue calibration criteria include the following:

Method	Type	Criteria
VPH, EPH	Initial Calibration	RSD <20% or $R^2 > 0.990$
NWTPH-Dx	Initial Calibration	$R^2 > 0.990$ and %Difference<+/-15% for each standard
VPH, EPH	Continuing Calibration	% Difference <+/-20%
NWTPH-Dx	Continuing Calibration	%Difference<+/-15%

These criteria were met for the initial calibration. In the continuing calibrations, the following % differences exceeded the criteria:

Standard date/time	Analyte	% Difference	Control Limit
VPH Analyses			

Standard date/time	Analyte	% Difference	Control Limit
7/18/13 18:21	1-MethylNaphthalene	-22.9	<+/- 20%
7/18/13 23:59	C10-C12 Aliphatic	-23.0	<+/- 20%
7/18/13 23:59	Trimethylbenzene	-22.3	<+/- 20%
EPH Analyses			
7/19/13 04:54	C21-C34-Aliphatic	20.6	<+/- 20%

Negative percent differences represent a low response in the continuing calibrations. Positive and non-detect results associated with the negative % differences are qualified as estimated. Positive results associated with the positive % difference are qualified as estimated and the non-detects are considered unaffected.

Laboratory blank results: Criteria for blanks are that analyte concentrations must be below the RL, or below 10% of the lowest associated sample concentration. These criteria were met.

Surrogate recoveries: VPH and EPH methods specify surrogate recovery limits of 60-140%. The NWTPH-Dx method specifies surrogate recovery limits of 50-150%. The NWTPH-Dx surrogate recoveries in sample SWB-S-05-150 were not evaluated due to the high dilution factor. The remaining recoveries were within method and laboratory control limits.

LCS recoveries: LCS recoveries were within laboratory control limits.

MS recoveries: MS recoveries were within laboratory control limits.

MS/MSD RPDs: RPDs were within the method and laboratory control limits with the following exceptions:

QC ID	Analyte	RPD	Lab Control Limit
SWB-SB-07-0130 MSD	n-Pentane	44.8	25
SWB-SB-07-0130 MSD	n-Hexane	35.9	25
SWB-SB-07-0130 MSD	n-Octane	37.1	25
SWB-SB-07-0130 MSD	n-Decane	38.5	25
SWB-SB-07-0130 MSD	n-Dodecane	33.6	25

These analytes were not detected in the parent sample, and no qualifiers are required.

Multiple reported results: Multiple reported results are qualified using the guidelines in section 3.0 above. Samples with dilutions were reduced to a single result. Additionally, several R2 qualifiers were assigned to reduce the results to a single reported result between VPH/EPH individual compound results and the same analyte from the semivolatile/SIM results.

Laboratory flags: No additional qualifiers were assigned based on a review of the laboratory flags.

Overall assessment: Documentation was found to be clear and complete. Method blank, LCS, and MS/MSD results demonstrate acceptable laboratory accuracy and precision. Data were estimated based on continuing calibration results.

Except for data replaced by another result, Petroleum Hydrocarbon data are acceptable for use as reported.

## 7.0 Metals Analyses

Quality control analysis frequencies: The QAPP specifies that the following quality control samples be analyzed one per analytical batch or one per twenty samples, whichever is more frequent: method blank, and laboratory control sample (LCS). A matrix spike (MS) and laboratory duplicate must be analyzed one per twenty samples. These frequencies were met.

Field quality control sample requirements include field duplicates at a 10% frequency for the post-excavation bank samples only. Two field duplicates were analyzed, meeting this requirement.

Holding times: Total or dissolved mercury samples must be analyzed within 28 days of collection. Other metals samples must be analyzed within 180 days. These criteria were met.

Instrument calibration: Functional guidelines criteria for calibration verifications is a maximum % difference of  $\pm 10\%$  for ICP metals and  $\pm 20\%$  for mercury. Criteria for calibration blanks are that analyte concentrations must be between the negative RL and the positive RL. Functional guidelines criterion for detection limit standard recovery is 70-130%, and the QAPP specifies this standard must be within one RL of the true value. These criteria were met for all calibration verifications and blanks. Detection limit standard recoveries were within 70-130% with one exception:

Standard ID	Analyte	% Recovery	Lab Control Limit
WU40 CR-2	Copper	138.5	70-130

Associated samples were above two times the reporting limit, and no qualifiers are required.

Laboratory blank results: Criteria for method blanks are that analyte concentrations must be below the PQL, or below 10% of the lowest associated sample concentration. The following contamination was detected in the method blanks:

QC ID	Analyte	Concentration (mg/L)	RL (mg/L)
WP73 MB	TCLP barium	0.43	0.02
WP73 MB	TCLP zinc	0.11	0.05

TCLP barium levels in the associated samples were below five times the blank concentration. These results should be considered not detected at the reported value and are qualified "U". TCLP zinc levels in the associated samples were above ten times the blank level and no qualifiers are required.

LCS recoveries: QAPP control limits were 80-120%. LCS recoveries were within QAPP and laboratory control limits.

SRM recoveries: SRM concentrations were within the advisory range with one exception:

QC ID	Analyte	Concentration (mg/kg)	Advisory Range (mg/kg)
WS27-SRM	Mercury	1.62	5.47-11.0

This represents a very low recovery (19.6%). However, the matrix spike recovery in this batch was normal at 119%, and this is considered an isolated incident. No qualifiers are assigned.

MS recoveries: QAPP control limits were 75-125% for ICP metals and 80-120% for mercury. Functional guidelines criteria for both ICP metals and mercury are 75-125%. MS recoveries are not evaluated when the native concentration exceeds four times the spike amount. The remaining MS recoveries were within QAPP and laboratory control limits with the following exception:

QC ID	Analyte	% Recovery	Lab Control Limit
SWBSP-S-20-051313 MS	Cadmium	173	75 - 125
SWBSP-S-20-051313 MS	Silver	27.3	75 - 125
TP-MISC-01-053013 MS	Chromium	48.4	75 - 125
TP-MISC-01-053013 MS	Mercury	124	75 - 125
AS-01-082913 MS	Mercury	122	75 - 125

The native concentrations of silver and chromium were 2.1 and 2.4 times the spike amount respectively, and sample variability may have contributed to the low recovery. These results are qualified as estimated. The mercury recoveries are within both the laboratory control limit and the functional guidelines criteria and no qualifiers are assigned.

Laboratory duplicate RPDs: QAPP control limits were <20%. For duplicates with concentrations above five times the reporting limit, RPDs were within QAPP and laboratory control limits with the following exceptions:

QC ID	Analyte	RPD	Lab Control Limit
SWBSP-S-20-051313 LR	Chromium	28.2	20
SWBSP-S-20-051313 LR	Lead	38.3	20
SWBSP-S-20-051313 LR	Silver	32.0	20
SWBSP-S-20-051313 LR	Mercury	35.1	20
TP-MISC-01-053013LR	Arsenic	36.6	20
TP-MISC-01-053013LR	Cadmium	83.1	20
TP-MISC-01-053013LR	Chromium	69.0	20
TP-MISC-01-053013LR	Lead	199	20
SD-PEB001LR	Cadmium	66.7	20

These analytes are qualified as estimated in the native samples.

For sample/duplicate pairs with concentrations below five times the reporting limit, absolute differences were within the reporting limit.

Field duplicate RPDs: Field duplicate RPDs were below 20% where the concentrations were above five times the reporting limit with the following exceptions:

FD ID	Analyte	FD Result (mg/kg)	Sample Result (mg/kg)	RPD
SD-PEB214 / SD-PEB014	Arsenic	4.9	8.9	58.0
SD-PEB214 / SD-PEB014	Copper	21.4	32.1	40.0

FD ID	Analyte	FD Result (mg/kg)	Sample Result (mg/kg)	RPD
SD-PEB214 / SD-PEB014	Zinc	171	219	24.6

These analytes are qualified as estimated in the field duplicate and parent sample.

Field duplicate concentrations were within +/- two times the reporting limit where concentrations were below five times the reporting limit.

Reporting limits: Some Silver RLs were elevated above QAPP levels due to dry weight calculation or sample dilution:

Analyte	QAPP specified RL (mg/kg)	Highest Reported RL (mg/kg)	SMS SQS (mg/kg)
Silver	0.3	0.6	6.1

Each elevated RL was below the screening level and the impact on data use is minimal. No qualifiers are assigned on the basis of elevated reporting limits.

Overall assessment: Documentation was found to be clear and complete. Calibration data demonstrate acceptable instrument performance. Method blank, LCS, and SRM results demonstrate acceptable laboratory precision and accuracy. Data were estimated based on blank contamination, low MS recoveries and laboratory and field duplicate variability.

Metals data are acceptable for use as qualified.

## 8.0 General Chemistry Analyses

Quality control analysis frequencies: For total organic carbon, a method blank, SRM, and LCS were analyzed in each batch. Nine of the thirteen batches also included a MS and ten of the thirteen batches also included a laboratory triplicate. For total solids, eleven of the thirteen batches included a method blank and laboratory triplicate. The batch which contained samples from WX82 and WX83 included a method blank and laboratory duplicate and the batch which contained the samples from SDG XB61 included a method blank only. Two field duplicates were also analyzed. Quality control samples were sufficient to evaluate precision and accuracy as appropriate for the method.

Holding times: Holding times are as follows:

Analysis	Holding time if refrigerated	Holding time if frozen
TOC	28 days	6 months
Total Solids	14 days	6 months

Samples were analyzed within the holding times.

Instrument calibration: Instrument calibration criteria are as follows:

Analysis	Criteria
TOC	Initial calibration $R^2 > 0.990$ Continuing calibration recovery within 90-110%

Analysis	Criteria
Total Solids	Calibration mass within $\pm$ 0.1 g

These criteria were met.

Laboratory blank results: Criteria for method blanks are that analyte concentrations must be below the PQL, or below 10% of the lowest associated sample concentration. This criterion was met for all method blanks.

LCS recoveries: Control limits were 75-125% for TOC. These criteria were met.

SRM results: Control limits ranged from 75-125 to 80-120% for TOC. These criteria were met.

MS recoveries: Control limits were 75-125% for TOC. These criteria were met.

Laboratory duplicate and triplicate results: Control limits were 20% for TOC and total solids. These criteria were met with the following exceptions:

QC ID	Analyte	RSD (%)	Lab Control Limit
SD-PEB004LT	Total Organic Carbon	50.6	20.0
SD-PEB013LT	Total Organic Carbon	25.2	20.0

Total organic carbon results are qualified as estimated in these two samples.

Field duplicate results: TOC and total solids field duplicate RPDs exceeded 20% as follows:

FD ID / Sample ID	Analyte	FD Result (%)	Sample Result (%)	RPD
SD-PEB204 / SD-PEB004	Total Organic Carbon	0.102	0.305	99.8
SD-PEB214 / SD-PEB014	Total Organic Carbon	0.752	1.29	52.7

TOC results are qualified as estimated in the field duplicate and parent sample.

Overall assessment: Documentation was found to be clear and complete. Calibration data indicate acceptable performance. Method blank, LCS, and SRM results demonstrate acceptable laboratory accuracy. Data were estimated based on laboratory triplicate and field duplicate variability.

General chemistry results are acceptable for use as qualified.

## 9.0 Qualifier Summary Table

Client ID	Analyte(s)	Qualifier	Reason
<b>Volatile Organic Analyses</b>			
SD-PEB013	Trichloroethene	J	High sample receipt temp
SD-PEB013	1,1-Dichloroethene, cis-1,2-Dichloroethene, trans-1,2-Dichloroethene, Vinyl Chloride	UJ	High sample receipt temp
<b>Semivolatile Organic Analyses</b>			
AS-01-082913	Di-n-Octyl phthalate	J	High LCSD recovery
AS-01-082913	Benzoic Acid	J	Low continuing calibration

Client ID	Analyte(s)	Qualifier	Reason
AS-01-082913	1,2,4-Trichlorobenzene, 1,2-Dichlorobenzene, 1,3-Dichlorobenzene, 1,4-Dichlorobenzene, 2,4-Dimethylphenol, 2-Methylphenol, Benzyl Alcohol, Butylbenzylphthalate, Dibenz(a,h)Anthracene, Dimethylphthalate, Hexachlorobenzene, Hexachlorobutadiene, N-Nitrosodiphenylamine, Pentachlorophenol	R2	Result available from another method
DF-01-082913	4-Methylphenol, Acenaphthene, Benzo(a)anthracene, Bis(2-ethylhexyl)phthalate, Chrysene, Dibenzofuran, Fluoranthene, Fluorene, Naphthalene, Phenanthrene, Phenol, Pyrene, Total Benzofluoranthenes	J	High surrogate recovery
DF-01-082913	Benzoic Acid	J	Low continuing calibration, high surrogate recovery
DF-01-082913	Butylbenzylphthalate	JN	Poor spectral match, high surrogate recovery
DF-01-082913	1,2,4-Trichlorobenzene, 1,2-Dichlorobenzene, 1,3-Dichlorobenzene, 1,4-Dichlorobenzene, 2,4-Dimethylphenol, 2-Methylphenol, Benzyl Alcohol, Dibenz(a,h)Anthracene, Dimethylphthalate, Hexachlorobenzene, Hexachlorobutadiene, N-Nitrosodiphenylamine, Pentachlorophenol	R2	Result available from another method
SWB-SB-01-0137	Di-n-Octyl phthalate	N	Poor spectral match
SWB-SB-01-0137	1,2,4-Trichlorobenzene, 1,2-Dichlorobenzene, 1,4-Dichlorobenzene, 2,4-Dimethylphenol, 2-Methylphenol, Butylbenzylphthalate, Dibenz(a,h)Anthracene, Dimethylphthalate, Hexachlorobenzene, Hexachlorobutadiene, N-Nitrosodiphenylamine, Pentachlorophenol	R2	Result available from another method
SWB-SB-01-0145	1,2,4-Trichlorobenzene, 1,2-Dichlorobenzene, 1,4-Dichlorobenzene, 2,4-Dimethylphenol, 2-Methylphenol, Butylbenzylphthalate, Dibenz(a,h)Anthracene, Dimethylphthalate, Hexachlorobenzene, Hexachlorobutadiene, N-Nitrosodiphenylamine, Pentachlorophenol	R2	Result available from another method
SWB-SB-02-0130	Di-n-Octyl phthalate	N	Poor spectral match
SWB-SB-02-0130	1,2,4-Trichlorobenzene, 1,2-Dichlorobenzene, 1,4-Dichlorobenzene, 2,4-Dimethylphenol, 2-Methylphenol, Benzyl Alcohol, Butylbenzylphthalate, Dibenz(a,h)Anthracene, Dimethylphthalate, Hexachlorobenzene, Hexachlorobutadiene, N-Nitrosodiphenylamine, Pentachlorophenol	R2	Result available from another method
SWB-SB-02-0140	1,2,4-Trichlorobenzene, 1,2-Dichlorobenzene, 1,4-Dichlorobenzene, 2,4-Dimethylphenol, 2-Methylphenol, Benzyl Alcohol, Butylbenzylphthalate, Dibenz(a,h)Anthracene, Dimethylphthalate, Hexachlorobenzene, Hexachlorobutadiene, Pentachlorophenol	R2	Result available from another method
SWB-SB-02-0150	1,2,4-Trichlorobenzene, 1,2-Dichlorobenzene, 1,4-Dichlorobenzene, 2,4-Dimethylphenol, 2-Methylphenol, Butylbenzylphthalate, Dibenz(a,h)Anthracene, Dimethylphthalate, Hexachlorobenzene, Hexachlorobutadiene, N-Nitrosodiphenylamine, Pentachlorophenol	R2	Result available from another method
SWB-SB-03-0130	1,2,4-Trichlorobenzene, 1,2-Dichlorobenzene, 1,4-Dichlorobenzene, 2,4-Dimethylphenol, 2-Methylphenol, Benzyl Alcohol, Butylbenzylphthalate, Dibenz(a,h)Anthracene, Dimethylphthalate, Hexachlorobenzene, Hexachlorobutadiene, N-Nitrosodiphenylamine, Pentachlorophenol	R2	Result available from another method
SWB-SB-04-0140	1,2,4-Trichlorobenzene, 1,2-Dichlorobenzene, 1,4-Dichlorobenzene, 2,4-Dimethylphenol, 2-Methylphenol, Butylbenzylphthalate, Dibenz(a,h)Anthracene, Dimethylphthalate, Hexachlorobenzene, Hexachlorobutadiene, N-Nitrosodiphenylamine, Pentachlorophenol	R2	Result available from another method

Client ID	Analyte(s)	Qualifier	Reason
SWB-SB-05-0150	1,2,4-Trichlorobenzene, 1,2-Dichlorobenzene, 1,4-Dichlorobenzene, 2-Methylphenol, Benzyl Alcohol, Butylbenzylphthalate, Dibenz(a,h)Anthracene, Dimethylphthalate, Hexachlorobenzene, Hexachlorobutadiene, N-Nitrosodiphenylamine, Pentachlorophenol	R2	Result available from another method
SWB-SB-05-0160	1,2,4-Trichlorobenzene, 1,2-Dichlorobenzene, 1,4-Dichlorobenzene, 2,4-Dimethylphenol, 2-Methylphenol, Butylbenzylphthalate, Dibenz(a,h)Anthracene, Dimethylphthalate, Hexachlorobenzene, Hexachlorobutadiene, N-Nitrosodiphenylamine, Pentachlorophenol	R2	Result available from another method
SWB-SB-06-0140	1,2,4-Trichlorobenzene, 1,2-Dichlorobenzene, 2,4-Dimethylphenol, 2-Methylphenol, Benzyl Alcohol, Butylbenzylphthalate, Dibenz(a,h)Anthracene, Dimethylphthalate, Hexachlorobenzene, Hexachlorobutadiene, N-Nitrosodiphenylamine, Pentachlorophenol	R2	Result available from another method
SWB-SB-07-0130	1,2,4-Trichlorobenzene, 1,2-Dichlorobenzene, 1,4-Dichlorobenzene, 2,4-Dimethylphenol, 2-Methylphenol, Benzyl Alcohol, Butylbenzylphthalate, Dibenz(a,h)Anthracene, Dimethylphthalate, Hexachlorobenzene, Hexachlorobutadiene, Pentachlorophenol	R2	Result available from another method
SWBSP-S-20-051313	Butylbenzylphthalate, Dibenz(a,h)anthracene, Dimethylphthalate, Hexachlorobenzene, Hexachlorobutadiene, Pentachlorophenol	R2	Result available from another method
SWBSP-S-21-051313	1,2-Dichlorobenzene, 1,4-Dichlorobenzene, 1-Methylnaphthalene, 2-Methylnaphthalene, bis(2-Ethylhexyl)phthalate, Chrysene, Di-n-Butylphthalate, Fluoranthene, Naphthalene, Phenanthrene, Pyrene	R1	Another result available
SWBSP-S-21-051313	1,2,4-Trichlorobenzene, 2,4-Dimethylphenol, Benzyl Alcohol, Butylbenzylphthalate, Dibenz(a,h)anthracene, Dimethylphthalate, Hexachlorobenzene, Hexachlorobutadiene, Pentachlorophenol	R2	Result available from another method
SWBSP-S-21-051313	Diethylphthalate	U	Blank Contamination
SWBSP-S-21-051313 RE	1,2,4-Trichlorobenzene, 1,3-Dichlorobenzene, 2,4-Dimethylphenol, 2-Methylphenol, 4-Methylphenol, Acenaphthene, Acenaphthylene, Anthracene, Benzo(a)anthracene, Benzo(a)pyrene, Benzo(g,h,i)perylene, Benzoic Acid, Benzyl Alcohol, Butylbenzylphthalate, Dibenz(a,h)anthracene, Dibenzofuran, Diethylphthalate, Dimethylphthalate, Di-n-Octyl phthalate, Fluorene, Hexachlorobenzene, Hexachlorobutadiene, Hexachloroethane, Indeno(1,2,3-cd)pyrene, N-Nitrosodiphenylamine, Pentachlorophenol, Phenol, Total Benzofluoranthenes	R1	Another result available
SWBSP-S-22-051313	1,3-Dichlorobenzene, Butylbenzylphthalate, Hexachlorobenzene, Hexachlorobutadiene, Pentachlorophenol	R2	Result available from another method
SWBSP-S-22-051313	Diethylphthalate	U	Blank Contamination
SWBSP-S-23-051313	2,4-Dimethylphenol, 2-Methylphenol, Benzyl Alcohol, Butylbenzylphthalate, Dibenz(a,h)anthracene, Dimethylphthalate, Hexachlorobenzene, Hexachlorobutadiene, N-Nitrosodiphenylamine, Pentachlorophenol	R2	Result available from another method
TP-MISC-01-053013	1,2,4-Trichlorobenzene, 1,2-Dichlorobenzene, 1,3-Dichlorobenzene, 1,4-Dichlorobenzene, 2,4-Dimethylphenol, 2-Methylphenol, Benzyl Alcohol, Butylbenzylphthalate, Dibenz(a,h)Anthracene, Dimethylphthalate, Hexachlorobenzene, Hexachlorobutadiene, N-Nitrosodiphenylamine, Pentachlorophenol	R2	Result available from another method
TP-MISC-01-053013	3-Nitroaniline, Carbazole	UJ	Low continuing calibration

Client ID	Analyte(s)	Qualifier	Reason
TP-MISC-02-053013	1,2,4-Trichlorobenzene, 1,2-Dichlorobenzene, 1,3-Dichlorobenzene, 1,4-Dichlorobenzene, 2,4-Dimethylphenol, 2-Methylphenol, Butylbenzylphthalate, Dibenz(a,h)Anthracene, Dimethylphthalate, Hexachlorobenzene, Hexachlorobutadiene, N-Nitrosodiphenylamine, Pentachlorophenol	R2	Result available from another method
TP-MISC-02-053013	3-Nitroaniline, Carbazole	UJ	Low continuing calibration
TP-MISC-03-053013	1,2,4-Trichlorobenzene, 1,2-Dichlorobenzene, 1,3-Dichlorobenzene, 1,4-Dichlorobenzene, 2,4-Dimethylphenol, 2-Methylphenol, Benzyl Alcohol, Butylbenzylphthalate, Dibenz(a,h)Anthracene, Dimethylphthalate, Hexachlorobenzene, Hexachlorobutadiene, Pentachlorophenol	R2	Result available from another method
TP-MISC-03-053013	3-Nitroaniline, Carbazole	UJ	Low continuing calibration
Semivolatile Organic SIM Analyses			
AS-01-082913	Pentachlorophenol	UJ	Low continuing calibration
DF-01-082913	2-Methylphenol, Benzyl Alcohol	J	High surrogate recovery
DF-01-082913	Pentachlorophenol	J	Low continuing calibration, high surrogate recovery
DF-01-082913	Butylbenzylphthalate	R2	Result available from another method
SWB-SB-01-0137	Benzyl Alcohol	R2	Result available from another method
SWB-SB-01-0145	Benzyl Alcohol	R2	Result available from another method
SWB-SB-02-0140	N-Nitrosodiphenylamine	R2	Result available from another method
SWB-SB-02-0150	Benzyl Alcohol	R2	Result available from another method
SWB-SB-03-0130	Pentachlorophenol	UJ	Low MSD recovery Low MS recovery
SWB-SB-04-0140	Benzyl Alcohol	R2	Result available from another method
SWB-SB-05-0150	2,4-Dimethylphenol	R2	Result available from another method
SWB-SB-05-0160	Benzyl Alcohol	R2	Result available from another method
SWB-SB-06-0140	1,4-Dichlorobenzene	R2	Result available from another method
SWB-SB-07-0130	N-Nitrosodiphenylamine	R2	Result available from another method
SWBSP-S-20-051313	Pentachlorophenol	J	Low continuing calibration
SWBSP-S-20-051313	1,2,4-Trichlorobenzene, 1,2-Dichlorobenzene, 1,3-Dichlorobenzene, 1,4-Dichlorobenzene, 2,4-Dimethylphenol, 2-Methylphenol, Benzyl Alcohol, N-Nitrosodiphenylamine	R2	Result available from another method
SWBSP-S-21-051313	Pentachlorophenol	J	Low continuing calibration
SWBSP-S-21-051313	1,2-Dichlorobenzene, 1,3-Dichlorobenzene, 1,4-Dichlorobenzene, 2-Methylphenol, N-Nitrosodiphenylamine	R2	Result available from another method
SWBSP-S-21-051313	Benzyl Alcohol	UJ	Low continuing calibration
SWBSP-S-22-051313	Pentachlorophenol	J	Low continuing calibration
SWBSP-S-22-051313	1,2,4-Trichlorobenzene, 1,2-Dichlorobenzene, 1,4-Dichlorobenzene, 2,4-Dimethylphenol, 2-Methylphenol, Benzyl Alcohol, Dibenz(a,h)anthracene, Dimethylphthalate, N-Nitrosodiphenylamine	R2	Result available from another method
SWBSP-S-23-051313	1,2,4-Trichlorobenzene, 1,2-Dichlorobenzene, 1,3-Dichlorobenzene, 1,4-Dichlorobenzene	R2	Result available from another method
SWBSP-S-23-051313	Benzyl Alcohol, Pentachlorophenol	UJ	Low continuing calibration

Client ID	Analyte(s)	Qualifier	Reason
TP-MISC-02-053013	Benzyl Alcohol	R2	Result available from another method
TP-MISC-03-053013	N-Nitrosodiphenylamine	R2	Result available from another method
Polychlorinated Biphenyl Analyses			
DF-01-082913	Aroclor 1232, Aroclor 1254	UY	Clarification of Y flag
OA22B-SB-01-0030	Aroclor 1260	R1	Another result available
OA22B-SB-01-0030	Aroclor 1248, Aroclor 1254	UY	Clarification of Y flag
OA22B-SB-01-0030 DL	All except Aroclor 1260	R1	Another result available
OA22B-SB-01-0040	Aroclor 1260	R1	Another result available
OA22B-SB-01-0040	Aroclor 1248, Aroclor 1254	UY	Clarification of Y flag
OA22B-SB-01-0040 DL	All except Aroclor 1260	R1	Another result available
OA22B-SB-01-0050	Aroclor 1254	UY	Clarification of Y flag
OA22B-SB-01-0060	Aroclor 1248, Aroclor 1254	UY	Clarification of Y flag
OA22B-SB-02-0033	Aroclor 1260	R1	Another result available
OA22B-SB-02-0033	Aroclor 1248, Aroclor 1254	UY	Clarification of Y flag
OA22B-SB-02-0033 DL	All except Aroclor 1260	R1	Another result available
OA22B-SB-02-0039	Aroclor 1232, Aroclor 1254	UY	Clarification of Y flag
OA22B-SB-03-0016	Aroclor 1260	R1	Another result available
OA22B-SB-03-0016	Aroclor 1248, Aroclor 1254	UY	Clarification of Y flag
OA22B-SB-03-0016 DL	All except Aroclor 1260	R1	Another result available
OA22B-SB-03-0020	Aroclor 1260	J	High dual column RPD
OA22B-SB-03-0020	Aroclor 1248, Aroclor 1254	UY	Clarification of Y flag
OA22B-SB-04-0014	Aroclor 1260	R1	Another result available
OA22B-SB-04-0014	Aroclor 1248, Aroclor 1254	UY	Clarification of Y flag
OA22B-SB-04-0014 DL	All except Aroclor 1260	R1	Another result available
OA22B-SB-04-0020	Aroclor 1260	R1	Another result available
OA22B-SB-04-0020	Aroclor 1248, Aroclor 1254	UY	Clarification of Y flag
OA22B-SB-04-0020 DL	All except Aroclor 1260	R1	Another result available
OA22B-SB-04-0030	Aroclor 1248, Aroclor 1254	UY	Clarification of Y flag
OA22B-SB-04-0040	Aroclor 1232, Aroclor 1254	UY	Clarification of Y flag
OA22B-SB-05-0046	Aroclor 1248, Aroclor 1254	UY	Clarification of Y flag
OA22B-SB-05-0055	Aroclor 1248, Aroclor 1254	UY	Clarification of Y flag
SD-PEB001	Aroclor 1254	UY	Clarification of Y flag
SD-PEB011	Aroclor 1232, Aroclor 1254	UY	Clarification of Y flag
SD-PEB014	Aroclor 1260	J	High FD RPD
SD-PEB014	Aroclor 1248, Aroclor 1254	UY	Clarification of Y flag
SD-PEB015	Aroclor 1254	UY	Clarification of Y flag
SD-PEB016	Aroclor 1260	J	High MS/D RPD, High surrogate recovery
SD-PEB016	Aroclor 1248, Aroclor 1254	UY	Clarification of Y flag
SD-PEB017	Aroclor 1254	UY	Clarification of Y flag
SD-PEB214	Aroclor 1260	R1	Another result available
SD-PEB214	Aroclor 1248, Aroclor 1254	UY	Clarification of Y flag
SD-PEB214 DL	Aroclor 1260	J	High FD RPD
SD-PEB214 DL	All except Aroclor 1260	R1	Another result available
SD-SPP-099	Aroclor 1254	UY	Clarification of Y flag
SD-SPP-100	Aroclor 1254	UY	Clarification of Y flag
SPP-SB-01-0150	Aroclor 1254	UY	Clarification of Y flag
SPP-SB-01-0160	Aroclor 1254	UY	Clarification of Y flag
SPP-SB-01-0170	Aroclor 1254	UY	Clarification of Y flag
SPP-SB-01-0180	Aroclor 1254	UY	Clarification of Y flag
SPP-SB-01-0190	Aroclor 1254	UY	Clarification of Y flag
SPP-SB-02-0120	Aroclor 1254	UY	Clarification of Y flag
SPP-SB-02-0140	Aroclor 1248, Aroclor 1260	J	High surrogate recovery
SPP-SB-02-0140	Aroclor 1254	UY	Clarification of Y flag
SPP-SB-02B-0150	Aroclor 1254	UY	Clarification of Y flag
SPP-SB-02B-0160	Aroclor 1254	UY	Clarification of Y flag
SPP-SB-03-0050	Aroclor 1248	UY	Clarification of Y flag
SPP-SB-04-0065	Aroclor 1248	UY	Clarification of Y flag

Client ID	Analyte(s)	Qualifier	Reason
SPP-SB-05-0050	Aroclor 1232	UY	Clarification of Y flag
SPP-SB-05-0070	Aroclor 1232	UY	Clarification of Y flag
SWB-SB-01-0137	Aroclor 1232	UY	Clarification of Y flag
SWB-SB-01-0145	Aroclor 1232	UY	Clarification of Y flag
SWB-SB-02-0130	Aroclor 1232	UY	Clarification of Y flag
SWB-SB-02-0150	Aroclor 1260	J	High dual column RPD
SWB-SB-02-0150	Aroclor 1232	UY	Clarification of Y flag
SWB-SB-04-0140	Aroclor 1232	UY	Clarification of Y flag
SWB-SB-05-0150	Aroclor 1260	J	High dual column RPD
SWB-SB-05-0150	Aroclor 1232	UY	Clarification of Y flag
SWBSP-S-20-051313	Aroclor 1260	R1	Another result available
SWBSP-S-20-051313	Aroclor 1248, Aroclor 1254	UY	Clarification of Y flag
SWBSP-S-20-051313 DL	All except Aroclor 1260	R1	Another result available
SWBSP-S-21-051313	Aroclor 1248	UY	Clarification of Y flag
SWBSP-S-22-051313	Aroclor 1248, Aroclor 1254	UY	Clarification of Y flag
SWBSP-S-23-051313	Aroclor 1260	R1	Another result available
SWBSP-S-23-051313	Aroclor 1248, Aroclor 1254	UY	Clarification of Y flag
SWBSP-S-23-051313 DL	All except Aroclor 1260	R1	Another result available
TP-MISC-01-053013	Aroclor 1232, Aroclor 1254, Aroclor 1260	UY	Clarification of Y flag
TP-MISC-02-053013	Aroclor 1248, Aroclor 1254, Aroclor 1260	UY	Clarification of Y flag
Diesel Extended Petroleum Hydrocarbon Analyses			
SWB-SB-01-0137	Bunker C, Diesel Range Hydrocarbons, Motor Oil	R1	Another result available
SWB-SB-02-0130	Bunker C, Diesel Range Hydrocarbons, Motor Oil	R1	Another result available
SWB-SB-03-0130	Bunker C, Diesel Range Hydrocarbons, Motor Oil	R1	Another result available
SWB-SB-05-0150	Bunker C, Diesel Range Hydrocarbons	R1	Another result available
SWB-SB-05-0150 DL	Motor Oil	R1	Another result available
SWB-SB-05-0160	Bunker C, Diesel Range Hydrocarbons	R1	Another result available
SWB-SB-05-0160 DL	Motor Oil	R1	Another result available
Volatile Petroleum Hydrocarbon Analyses			
SWB-SB-01-0137	C10-C12 Aliphatics	J	Low continuing calibration
SWB-SB-01-0137	C8-C10 Aliphatics	R2	Result available from another method
SWB-SB-01-0145	C10-C12 Aliphatics, C10-C12 Aromatics, C8-C10 Aliphatics, C8-C10 Aromatics	R2	Result available from another method
SWB-SB-02-0130	C10-C12 Aliphatics	J	Low continuing calibration
SWB-SB-02-0130	C8-C10 Aliphatics	R2	Result available from another method
SWB-SB-02-0140	C10-C12 Aliphatics, C10-C12 Aromatics, C8-C10 Aliphatics, C8-C10 Aromatics	R2	Result available from another method
SWB-SB-02-0150	C10-C12 Aliphatics	J	Low continuing calibration
SWB-SB-02-0150	C8-C10 Aliphatics	R2	Result available from another method
SWB-SB-03-0130	C10-C12 Aliphatics, C10-C12 Aromatics, C8-C10 Aliphatics, C8-C10 Aromatics	R2	Result available from another method
SWB-SB-04-0140	C10-C12 Aliphatics, C10-C12 Aromatics, C8-C10 Aliphatics, C8-C10 Aromatics	R2	Result available from another method
SWB-SB-05-0150	C10-C12 Aliphatics, C8-C10 Aliphatics, C8-C10 Aromatics	R2	Result available from another method
SWB-SB-05-0160	C10-C12 Aliphatics, C10-C12 Aromatics, C8-C10 Aliphatics, C8-C10 Aromatics	R2	Result available from another method
SWB-SB-06-0140	C10-C12 Aliphatics, C10-C12 Aromatics, C8-C10 Aliphatics, C8-C10 Aromatics	R2	Result available from another method
SWB-SB-07-0130	C10-C12 Aliphatics, C10-C12 Aromatics, C8-C10 Aliphatics, C8-C10 Aromatics	R2	Result available from another method
SWBSP-S-20-051313	Benzene, C10-C12 Aliphatics, C10-C12 Aromatics, C12-C13 Aromatics, C6-C8 Aliphatics, C8-C10 Aliphatics, C8-C10 Aromatics, m,p-Xylene, Methyl tert-Butyl Ether, n-Decane, n-Dodecane, n-Octane, n-Pentane, o-Xylene, Toluene	R1	Another result available
SWBSP-S-20-051313 DL	C10-C12 Aromatics, C12-C13 Aromatics, C8-C10 Aromatics, n-Decane, n-Dodecane	J	High Surrogate Recovery

Client ID	Analyte(s)	Qualifier	Reason
SWBSP-S-20-051313 DL	C5-C6 Aliphatics, Ethylbenzene, n-Hexane	R1	Another result available
SWBSP-S-20-051313 DL	C10-C12 Aliphatics, C8-C10 Aliphatics	R2	Result available from another method
SWBSP-S-21-051313	C10-C12 Aliphatics, C8-C10 Aliphatics	R2	Result available from another method
SWBSP-S-22-051313	Benzene, C10-C12 Aliphatics, C10-C12 Aromatics, C12-C13 Aromatics, C5-C6 Aliphatics, C6-C8 Aliphatics, C8-C10 Aliphatics, C8-C10 Aromatics, Ethylbenzene, m,p-Xylene, Methyl tert-Butyl Ether, n-Decane, n-Dodecane, n-Hexane, n-Octane, n-Pentane, o-Xylene, Toluene	R1	Another result available
SWBSP-S-22-051313 DL	C10-C12 Aliphatics	R2	Result available from another method
SWBSP-S-23-051313	C10-C12 Aliphatics, C8-C10 Aliphatics	R2	Result available from another method
Extractable Petroleum Hydrocarbons			
SWB-SB-01-0137	C21-C34 Aliphatics	J	High continuing calibration
SWB-SB-01-0137	C10-C12 Aliphatics, C10-C12 Aromatics, C8-C10 Aromatics	R2	Result available from another method
SWB-SB-01-0145	C21-C34 Aliphatics	J	High continuing calibration
SWB-SB-02-0130	C21-C34 Aliphatics	J	High continuing calibration
SWB-SB-02-0130	C10-C12 Aliphatics, C10-C12 Aromatics, C8-C10 Aromatics	R2	Result available from another method
SWB-SB-02-0150	C21-C34 Aliphatics	J	High continuing calibration
SWB-SB-02-0150	C10-C12 Aliphatics, C10-C12 Aromatics, C8-C10 Aromatics	R2	Result available from another method
SWB-SB-04-0140	C21-C34 Aliphatics	J	High continuing calibration
SWB-SB-05-0150	C21-C34 Aliphatics	J	High continuing calibration
SWB-SB-05-0150	C12-C16 Aliphatics, C16-C21 Aliphatics	R1	Another result available
SWB-SB-05-0150	C10-C12 Aromatics	R2	Result available from another method
SWB-SB-05-0150 DL	C10-C12 Aliphatics, C21-C34 Aliphatics, C8-C10 Aliphatics	R1	Another result available
SWB-SB-05-0160	C21-C34 Aliphatics	J	High continuing calibration
SWBSP-S-20-051313	C16-C21 Aromatics	J	High continuing calibration
SWBSP-S-20-051313	C21-C34 Aromatics	J	Low continuing calibration
SWBSP-S-20-051313	C10-C12 Aromatics, C8-C10 Aromatics	R2	Result available from another method
SWBSP-S-21-051313	C16-C21 Aromatics	J	High continuing calibration
SWBSP-S-21-051313	C21-C34 Aromatics	J	Low continuing calibration
SWBSP-S-21-051313	C10-C12 Aromatics, C8-C10 Aromatics	R2	Result available from another method
SWBSP-S-22-051313	C16-C21 Aromatics	J	High continuing calibration
SWBSP-S-22-051313	C21-C34 Aromatics	J	Low continuing calibration
SWBSP-S-22-051313	C10-C12 Aromatics, C8-C10 Aliphatics, C8-C10 Aromatics	R2	Result available from another method
SWBSP-S-23-051313	C16-C21 Aromatics	J	High continuing calibration
SWBSP-S-23-051313	C21-C34 Aromatics	J	Low continuing calibration
SWBSP-S-23-051313	C10-C12 Aromatics, C8-C10 Aromatics	R2	Result available from another method
Metals Analyses			
SD-PEB001	Cadmium	J	High lab duplicate RPD
SD-PEB014	Arsenic, Copper, Zinc	J	High FD RPD

Client ID	Analyte(s)	Qualifier	Reason
SD-PEB214	Arsenic, Copper, Zinc	J	High FD RPD
SWBSP-S-20-051313	Chromium, Lead, Mercury	J	High lab duplicate RPD
SWBSP-S-20-051313	Cadmium	J	High MS recovery
SWBSP-S-20-051313	Silver	J	Low MS recovery, high lab duplicate RPD
SWBSP-S-20-051313	TCLP Barium	U	Blank contamination
SWBSP-S-21-051313	TCLP Barium	U	Blank contamination
SWBSP-S-22-051313	TCLP Barium	U	Blank contamination
SWBSP-S-23-051313	TCLP Barium	U	Blank contamination
TP-MISC-01-053013	Arsenic, Cadmium, Lead	J	High lab duplicate RPD
TP-MISC-01-053013	Chromium	J	Low MS recovery High lab duplicate RPD
General Chemistry Analyses			
SD-PEB004	Total Organic Carbon	J	High lab triplicate RSD, high field dup. RPD
SD-PEB013	Total Organic Carbon	J	High lab triplicate RSD
SD-PEB014	Total Organic Carbon	J	High field dup. RPD
SD-PEB204	Total Organic Carbon	J	High field dup. RPD
SD-PEB214	Total Organic Carbon	J	High field dup. RPD

## 10.0 Abbreviations and Definitions

DV Qualifier	Definition
U	The material was analyzed for, but was not detected above the level of the associated value.
UY	The reporting limit was elevated due to chromatographic overlap with related compounds. The material was analyzed for, but was not detected above the level of the associated value.
J	The analyte was positively identified. The associated numerical value is the approximate concentration of the analyte in the sample.
N	The analysis indicates the presence of an analyte for which there is presumptive evidence to make a tentative identification.
UJ	The material was analyzed for, but was not detected. The associated value is an estimate and may be inaccurate or imprecise.
R	The sample result is rejected. The presence or absence of the analyte cannot be verified and data are not usable.
R1	This sample result has been rejected in favor of a more accurate and/or precise result. The other result should be used.

Abbreviation	Definition
DV	Data validation
LCS	Laboratory control sample
MS	Matrix spike
MSD	Matrix spike duplicate
NA	Not Applicable
RL	Reporting limit
RPD	Relative percent difference
RRM	Regional reference material
RSD	Relative standard deviations
SRM	Standard reference material

## 11.0 References

USEPA Contract Laboratory Program National Functional Guidelines For Superfund Organic Methods Data Review, Office of Superfund Remediation and

Technology Innovation, U.S. Environmental Protection Agency, June 2008,  
USEPA-540-R-008-01.

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*Construction and Post-Construction Sediment Monitoring Quality Assurance Project Plan, Duwamish Sediment Other Area and Southwest Bank Corrective Measure and Habitat Project, Boeing Plant 2*. Prepared by AMEC Environment & Infrastructure Inc., et al. Prepared for: The Boeing Company, December 2012

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**APPENDIX G**

Habitat Completion Report

## HABITAT PROJECT CONSTRUCTION COMPLETION REPORT

Duwamish Sediment Other Area and Southwest Bank  
Corrective Measure and Habitat Project  
Boeing Plant 2  
Seattle/Tukwila, Washington

*Prepared for:*

**The Boeing Company**  
Seattle, Washington

*Prepared by:*

**AMEC Environment & Infrastructure, Inc.**  
3500 188th Street SW, Suite 601  
Lynnwood, Washington 98037  
(425) 921-4000

May 2014

Project No. 0148440090



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## HABITAT PROJECT CONSTRUCTION COMPLETION REPORT

Duwamish Sediment Other Area and Southwest Bank

Corrective Measure and Habitat Project

Boeing Plant 2

Seattle/Tukwila, Washington

### 1.0 INTRODUCTION

In accordance with a Consent Decree between the Natural Resource Trustees (National Oceanic and Atmospheric Administration [NOAA], U.S. Fish and Wildlife Service [USFWS], Washington State Department of Ecology [Ecology], the Suquamish Tribe, and the Muckleshoot Indian Tribe) and The Boeing Company (Boeing) executed in December 2010, Boeing agreed to construct two habitat restoration projects at Boeing Plant 2 along the Duwamish Waterway. The two projects will restore and/or create off-channel and riparian habitats in the Lower Duwamish Waterway in an area where they have been largely eliminated due to the channelization and industrialization of the Waterway (Figure 1).

The two projects are:

- North Site – The Building 2-122 Project: the creation of a blind channel at the north end of Plant 2 adjacent to Boeing's Building 2-122 that will restore shoreline and create off-channel habitat, and
- South Site – The Building 2-40s Complex and Southwest Bank Project: the removal of the over-water portion of the Building 2-40s complex at the south end of Plant 2 with subsequent restoration of shoreline along the Southwest Bank and Building 2-41.

This report discusses the construction of the habitat projects.

### 2.0 DESIGN PROCESS AND MODIFICATIONS

Boeing submitted to the Trustees in December 2011, a *90 Percent Habitat Project Design Report* that included plans and specifications for the construction of the projects (AMEC et al., 2011). The Trustees provided comments on the *90 Habitat Percent Design Report* in April 2012. Before and after Boeing received the Trustee comments on the 90 percent design, a series of meetings were held to discuss the Trustee comments and to clarify/resolve any issues. Subsequent to these meetings, Boeing submitted a *Final Habitat Design Report* in October 2012 (AMEC et al., 2012). The final design was verbally approved by the Trustees on April 17, 2013 during a Boeing-Trustee meeting and approved by e-mail on May 1, 2013.

Subsequent to the approval of the design report by the Trustees, there were several changes to the plans that were approved by the Trustees prior to and during construction. These design changes are itemized below and discussed in this report.

- Coir fabric was installed between +5 and +12 feet mean lower low water (MLLW) for erosion protection; the original design was to install the fabric between +5.5 and +7 feet MLLW (see Sections 3.2.1 and 3.2.2).
- Due to the lack of availability of *Schoenoplectus americanus* (American bulrush) seed or bare root stock, this plant was replaced with *Scirpus maritimus* (seacoast bulrush; see Section 4.1).
- *Potentilla anserine* (Pacific silverweed) plugs were not planted in the North Shoreline Area. These plugs will be planted in spring of 2014 (see Section 4.2).
- Some riparian plantings were moved from the South Shoreline Area to the North Shoreline Area to facilitate ongoing construction in the vicinity of Outfall Z (see Section 4.3).
- Large woody debris was anchored using a single wrap  $\frac{3}{4}$ -inch chain overlap rather than a double wrap of  $\frac{1}{2}$ -inch chain (see Section 5.0).
- At the North and South Shoreline Areas, large woody debris clusters (one at each location) were moved from the original design location (see Section 5.0).

## **3.0 EXCAVATION AND BACKFILLING**

The construction of the habitat projects was conducted concurrent with the Duwamish Sediment Other Area and Southwest Bank Corrective Measure. Excavation of the shoreline is described more fully in the *Shoreline Completion Report* (AMEC, 2014) and is summarized here. A series of cross sections is provided in Appendix A and Appendix B that show the original grade, planned and actual excavation grade, and planned and actual final grade.

### **3.1 EXCAVATION**

Excavation in the North Shoreline Area was conducted to facilitate development of the habitat restoration project. Excavation in the South Shoreline Area was conducted as part of the Duwamish Sediment Other Area and Southwest Bank Corrective Measure and to facilitate development of the habitat project.

#### **3.1.1 North Shoreline Area**

The North Shoreline Area was excavated as per the approved plans and specifications. Excavation began in the 2012 season, which mainly included lowering the site grades to an elevation about +13 feet MLLW) and several feet lower within the interior of the work area; this work was described in the *2012-2013 Construction Season Completion Report* (AMEC, 2013).

Excavation starting in spring of 2013 was performed using conventional earthwork equipment working from the north end of the peninsula to the south to build the embayment area first. The earthwork was conducted within the relatively low tides to avoid working in the water. The allowable tide cycles offered 4 to 8 hours of operation in the tidal zone for about 10 days every 2 weeks. The low tide elevations varied throughout the season, and the lowest tides occurred in July. In situations where the tide window was limited, the excavated slope was temporarily covered with geotextile fabric to reduce suspension of fine-grained material until the excavation could be completed and backfilled in the next tidal cycle.

### **3.1.2 South Shoreline Area**

The South Shoreline Area was excavated as per the approved plans and specifications; however, the excavation depth in some areas was modified as approved by the U.S. Environmental Protection Agency (EPA). There were four areas where unexpected conditions necessitated the excavation of material below the original design excavation depth.

The shoreline excavation below elevation +12 feet MLLW was timed with the tide windows to complete the work in the dry. The excavation progressed for the south end of the shoreline to the north. Typically during one tide cycle a 30- to 60-foot-long section of the shoreline was excavated, then partially backfilled with imported gravel ballast or sand and gravel. In situations where the tide window was limited, the excavated slope was temporarily covered with geotextile fabric to reduce suspension of fine-grained material until the excavation could be completed and backfilled in the next tidal cycle.

Adjacent to the Southwest Bank, the excavation could not be conducted out into the Waterway as far as planned as a result of deeper excavation depths and groundwater and surface water flow. The area that could not be excavated from the shoreline will be dredged and backfilled during subsequent dredging seasons.

## **3.2 BACKFILL**

Several types of backfill material were placed as part of construction of the habitat projects. These materials included sand and gravel mix, fine gravel ballast, riprap, sand, and amended sand.

The final surface of where marsh or riparian plantings were installed was comprised of sand amended with compost mix. The specifications identified a list of acceptable compost feedstocks. Chemical analyses were conducted on organic material from several sources. The results of chemical analyses from the various sources showed that there were chemicals exceeding the Sediment Management Standards Sediment Quality Standards (WAC 173-2014-320; SQS) in all of the sources. Based on these results, it was determined that a suitable compost material could be prepared by mixing locally

sourced topsoil with woody debris (dark fines). The amended sand (composed of about 1/3 sand, 1/3 topsoil, and 1/3 dark fines) that was approved by the Natural Resource Trustees and EPA contained concentrations of benzyl alcohol and benzoic acid that were above the SQS.

### **3.2.1 North Shoreline Area**

The backfill was placed daily as the excavation progressed, consistent with the approved design. All work shoreward of approximately +4 feet MLLW was completed, with the final surface composed of amended sand or sand. Waterward of about +4 feet MLLW, the backfill has not been placed up to the final grade. Per the approved plans, the final backfill will not be placed until all remedial dredging is completed.

The amended sand area above about +5.5 feet MLLW was planted (described in Section 4.0 below) with marsh and riparian plants. To reduce potential erosion of the amended sand, Coir 700 fabric was placed on the shoreline between elevations +5.0 and +12 feet MLLW before planting.

After completion of backfill along the eastern shore of the new embayment, some erosional channels were noted. The cause was identified as groundwater discharge that eroded the amended sand. To facilitate drainage, several drains were excavated perpendicular to the embayment and backfilled with gravel ballast.

The design included backfill in Slip 4 at the north end of the peninsula to serve as a toe buttress. A portion of this backfill was placed at the end of the 2012-2013 construction season (March 2013) from a barge. Backfilling began from the offshore toe of slope, and was partially completed. During the 2014 in-water construction season, additional toe buttress backfill was placed. This fine gravel ballast backfill was placed around the offshore edge of the new peninsula, from the mouth of the Slip 4 channel eastward to the new inlet (a distance of about 150 feet). The toe buttress will be completed in subsequent in-water construction seasons to conform with the design grading plans. A cover layer of sand/gravel mix will be placed as part of final grading.

At the ends of the habitat project where the project transitioned to the existing shoreline, a riprap transition zone was installed per the approved design (Figure 2). Some imported riprap as well as some washed salvaged riprap was used to backfill the transition zones. Figure 3 shows the final grade of the constructed habitat compared to the design grade in the North Shoreline Area. This figure shows that the final elevation was within 0.5 foot of the design elevation over the majority of the area.

### 3.2.2 South Shoreline Area

Backfill of the shoreline was conducted in two phases. Every day when a section of the excavation was completed, the area was partially backfilled with sand and gravel or gravel ballast to reduce suspension of fine-grained material. After completion of all the excavation, the final backfill was placed, proceeding from north to south.

Backfill layering was completed per the design requirements. To reduce potential erosion of the amended sand, Coir 700 fabric was placed on the shoreline between elevations +5.0 and +12 feet MLLW.

Figure 4 shows the final grade of the constructed habitat compared to the design grade in the South Shoreline Area. This figure shows that the final elevation was within 0.5 foot of the design elevation over the majority of the area; however, the area shown on the figure that is below the design grade south of about STA 37+15 has not been completed due to ongoing construction of Outfall Z. This area will not be vegetated as approved by the Trustees (see Section 4.3).

After the final backfill was placed, there were four locations (stations [STA] 30+75, 31+50, 32+60, and 33+30) where the amended sand backfill layer had slumped backfill at about elevation +5 feet MLLW. These slump areas appeared to have been caused by groundwater discharge that eroded the amended sand. After discussions with the Trustees, the pre-vegetated mats in these areas were moved to adjacent areas that were not affected by the slumps. After moving the mats, the slumps were backfilled with a free-draining fine-gravel ballast to stabilize the area. Subsequent to the backfilling of the areas, erosion did not appear to continue. A cover layer of sand/gravel mix will be placed as part of final grading to be conducted during a future dredging season.

## 4.0 PLANTINGS

### 4.1 MARSH PRE-VEGETATED MATS

Pre-vegetated mats were grown and delivered to the site by North Fork Natives located in Rexberg, Idaho. Seed for the pre-vegetated mats was obtained from Inside Passage Seed in Port Townsend, Washington by North Fork Natives. Starting in late 2012 through early 2013 the collected seed was prepared and grown in greenhouses (Photo 1). Seed sourcing was performed in late 2012. As a result, a seed and or bare root source for *Schoenoplectus americanus* (American bulrush) could not be identified. Due to the lack of availability of American bulrush seed or bare root stock, this plant was replaced with *Scirpus maritimus* (seacoast bulrush) as recommended and approved by the Trustees.

During procurement of the seed, *Potentilla anserina* (Pacific silverweed) was not available so North Fork Natives secured bare root plants from Balance Restoration Nursery in Lorane, Oregon. The plants were delivered to North Fork Natives in late May 2013 and were directly planted into the mats.

All plants were transplanted into the coir mats for further development. The pre-vegetated mats were grown in shallow open-water ponds (Photo 2) where water elevations could be fluctuated to simulate tidal conditions.

All seed obtained by North Fork Natives was tested for viability. The *Carex lyngbyei* (Lyngby's sedge) had little to no viable seed. Additional seed was provided as replacement and viability was better. However, during early development it was determined that the replacement seed was contaminated with other plant species. In early 2013 North Fork Natives procured bare root plants from Fourth Corners Nursery in Bellingham, Washington and received the plants in spring of 2013. Upon obtaining the plants North Fork Natives further grew and developed them in a greenhouse prior to moving them to the mats (Photo 3).

Total pre-vegetated mats planted at the North and South Shoreline marsh areas are shown in Table 1. Pre-vegetated mats displayed robust root structure (Photo 4) and well-established crowns. The mats were rolled and placed on flatbed trucks (Photo 5) for shipment to Washington from Idaho. Breaks or kinking of plant stems caused by rolling the mats for transportation resulted in premature die-back of foliage. This was more apparent in the bulrushes because of the foliage structure. The seacoast bulrush was most affected, resulting in browning of the stems soon after planting (Photo 6). Both softstem and hardstem bulrush showed signs of new foliage development within 2 weeks (Photo 7), while the seacoast bulrush did not show new stem re-growth. After the first shipment of mats it was decided to crop the top foliage back on the seacoast bulrush, leaving approximately 6 inches of growth to reduce damage to stems; however, this resulted in minimal improvement.

Upon delivery to the sites the pre-vegetated mats were immediately off loaded and moved to locations identified on the plans for planting (elevations +5.5 to +12 feet MLLW; see Figure 2 and Figure 5). Planting consisted of rolling the mats out flat and making sure there were not gaps between roots and finished grade. If suspended by the coir fabric, the mats were repositioned to ensure that the roots had contact with the finished grade. Once positioned the mats were staked down a wood stakes. To prevent the mats from floating, a minimum of 18 stakes per mat were driven in at varied angles (Photo 8). The mats were installed over the Coir 700 fabric that had previously been installed to provide erosion control to the newly formed shoreline. Pre-vegetated mats that could not be planted within 3 days were temporarily rolled out and maintained. Installation of the mats started on September 5, 2013 and completed around the week of the October 11, 2013 (Photo 9). A total of four separate shipments were required to deliver all the mats.

Mats were installed per the plans with the following exception. Extra *Deschampsia cespitosa* (tufted hairgrass) mats were placed over an area of isolated minor surface sloughing located within the embayment at the North Shoreline Area at the approximate STA 1+50 and planted with the elevations proposed for this species. The mats provided additional protection from further sloughing. The plugs of tufted hairgrass that would have been installed in this area were planted in other areas at a similar tidal elevation.

## 4.2 MARSH PLUGS

Plugs of tufted hairgrass, Pacific silverweed, and *Aster subspicatus* (Douglas aster) were planted between elevations +8 to +12 feet MLLW in areas where pre-vegetated mats were not installed (Figure 2 and Figure 5). Total plugs planted at the North and South Shoreline marsh areas are shown in Table 1. Planting of the plugs was completed by the end of October 2013. The plugs were sourced by the landscape contractor from a nursery in Oregon. A majority of the plugs (Photo 10) delivered met the requirements outlined in the plans and specifications; however, the Pacific silverweed plugs delivered for the North Shoreline Area plantings did not meet the minimum requirements. The root structure and crowns of these plugs were underdeveloped (Photo 11), resulting in rejection of the plant material. The landscape contractor has obtained bare root plants (Photo 12) from Balance Restoration Nursery in Lorane, Oregon. The landscape contractor will develop them into robust plugs over the winter and plant the plugs in spring of 2014.

The marsh plants were installed on 18-inch centers through the coir fabric. A 4-inch-long metal landscape staple was used to anchor the plugs and to reduce uprooting by wildlife or wave action (Photo 13).

## 4.3 RIPARIAN

The riparian zone was hydroseeded prior to installation of the riparian vegetation (Photo 14). A mix of shrubs and trees was planted in the riparian zone above elevation +12 feet MLLW and extended shoreward a minimum of 25 feet from the +12 foot MLLW contour.

The riparian plants met the requirements and were planted within the proposed areas (Figure 2 and Figure 5) per the plans and specifications (Photo 15) with the following exception. At STA 37+00 of the South Shoreline Area a total of 910 square feet of riparian area was not planted at Outfall Z to allow for future work which is anticipated to be completed in fall of 2014. The reduced planting area included not planting 14 trees and 28 shrubs. To compensate for the reduction of created riparian at the South Shoreline Area, an additional 910 square feet of riparian area was created at the southern end of the North Shoreline Area and planted with 14 trees and 28 shrubs as approved by the Natural Resource Trustees. Total trees and shrubs planted at the North and South Shoreline riparian areas are shown in Table 2.

## 5.0 LARGE WOODY DEBRIS

Large woody debris (LWD) was anchored per the plans and specifications. There was one deviation from the plans and specifications which entailed the lashing of logs where pieces of LWD overlap. The plans and specifications stated where pieces of LWD overlap, they shall be chained together with a minimum  $\frac{1}{2}$ -inch chain and lashed in a figure-8 configuration with a minimum of two complete wraps per piece of LWD. The  $\frac{1}{2}$ -inch chain was substituted with  $\frac{3}{4}$ -inch chain and wrapped only once (Photo 16). The single wrap facilitated better tensioning of the chain around the log bundles.

The LWD was installed at the locations (Figure 2 and Figure 5) identified in the plans with the following exceptions. At the North Shoreline Area the LWD cluster proposed for STA 1+60 was moved south to STA 2+00 to avoid the former building foundation piles that were left in place as per the approved plans and specifications. The foundation piles may have interfered with the ability to properly drive the earth anchors used for securing the LWD bundles.

The LWD cluster proposed for installation at STA 37+00 at the South Shoreline Area was moved north to STA 36+50 to avoid the Outfall Z construction area. The construction of Outfall Z will be completed in subsequent dredge construction seasons.

The partially completed South Shoreline Area LWD installation is shown in Photo 17.

## 6.0 GOOSE EXCLUSION

A goose exclusion fence was installed around the marsh plantings between +5 feet MLLW and +12 feet MLLW to reduce herbivory from geese. The goose exclusion fence was installed per the plans and specifications (Photo 18).

## 7.0 TEMPORARY IRRIGATION

A temporary irrigation system was established in the riparian zone for all riparian planting (above elevation +12 feet MLLW). The system was placed on grade and secured. The irrigation system is intended for use during the summer months to water the riparian plantings. It was designed and installed by the landscape contractor and met the requirements of the plans and specifications (Photo 19).

## 8.0 HABITAT AREAS

Aerial photos of the constructed habitat projects from November 2013 are shown in Figure 6 and Figure 7.

As part of the Consent Decree between Boeing and the Natural Resource Trustees, Boeing committed to constructing at least 90 percent of the areas that were identified in Appendix A of the Consent Decree (Table 3). Also shown in Table 3 are the as-built areas. The as-built area for the marsh zone (+5.5 to +12 feet MLLW) was 2.64 acres (ac), which was 105 percent of the area identified in the Consent Decree. The as-built area for the riparian zone (above +12 feet MLLW) was 1.52 ac and is 101 percent of the area identified in the Consent Decree.

The shoreline bank below about elevation +5.0 feet MLLW had not been completed at the time that this document was prepared; therefore the intertidal habitat between +2 and +5.5 feet MLLW has been estimated based on the constructed +5.5 foot MLLW contour and the design +2 foot MLLW contour. The estimated intertidal habitat between +2 and +5.5 feet MLLW is 1.08 ac, which is 135 percent of the Consent Decree area. The actual area between +2.0 to +5.5 feet MLLW will be reassessed after completion of the toe of the shoreline slopes when dredging is completed.

## 9.0 REFERENCES

AMEC (AMEC Environment & Infrastructure, Inc.). 2013. 2012-2013 Construction Season Completion Report, Duwamish Sediment Other Area and Southwest Bank Corrective Measure and Habitat Project, Boeing Plant 2, Seattle/Tukwila, Washington. Prepared for The Boeing Company, Seattle, Washington.

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**TABLES**

**TABLE 1**

**MARSH PLANTINGS AT NORTH AND SOUTH SHORELINE AREAS**

Habitat Project Construction Completion Report  
 Duwamish Sediment Other Area and Southwest Bank  
 Corrective Measure and Habitat Project  
 Boeing Plant 2  
 Seattle/Tukwila, Washington

<b>Pre-Vegetated Mats</b>		<b>North Planned</b>	<b>North Actual</b>	<b>Difference</b>	<b>South Planned</b>	<b>South Actual</b>	<b>Difference</b>
<i>Aster subspicatus</i>	Douglas aster	113	124	+ 11 mats	0	0	
<i>Carex lyngbyei</i>	Lyngby's sedge	150	200	+ 50 mats	155	159	+ 4 mats
<i>Deschampsia cespitosa</i>	Tufted hairgrass	69	76	+ 7 mats	0	0	
<i>Potentilla anserina</i>	Pacific silverweed	116	128	+ 12 mats	0	0	
<i>Schoenoplectus acutus</i>	Hardstem bulrush	20	25	+ 5 mats	30	30	
<i>Schoenoplectus americanus</i> <sup>1</sup>	American bulrush	12	0	- 12 mats (stock not available)	12	0	- 12 mats (stock not available)
<i>Schoenoplectus tabernaemontani</i>	Softstem bulrush	30	37	+ 7 mats	40	40	
<i>Scirpus maritimus</i>	Seacoast bulrush	12	27	+ 15 mats	12	25	+ 13 mats
<b>Total</b>		<b>522</b>	<b>617</b>	<b>+ 95 mats</b>	<b>249</b>	<b>254</b>	<b>+ 5 mats</b>

<b>Plugs</b>		<b>North Planned</b>	<b>North Actual</b>	<b>Difference</b>	<b>South Planned</b>	<b>South Actual</b>	<b>Difference</b>
<i>Aster subspicatus</i>	Douglas aster	5,335	5,335		4,600	4,600	
<i>Deschampsia cespitosa</i>	Tufted hairgrass	3,960	3,968	+ 8 planted	5,000	5,120	+ 120 planted
<i>Potentilla anserina</i>	Pacific silverweed	3,255	3,255	North Shore plugs did not meet specifications. Contractor to replant with new plugs in spring 2014 (see Section 3.2).	5,000	5,000	
<b>Total</b>		<b>12,550</b>	<b>12,558</b>	<b>+ 8 plants</b>	<b>14,600</b>	<b>14,720</b>	<b>+ 120 plants</b>

Note(s)

1. Seed or bare root source for *Schoenoplectus americanus* (American bulrush) could not be identified and was substituted with additional *Scirpus maritimus* (seacoast bulrush) as approved by the Natural Resource Trustees.

**TABLE 2**

**RIPARIAN PLANTINGS AT NORTH AND SOUTH SHORELINE AREAS**

Habitat Project Construction Completion Report  
 Duwamish Sediment Other Area and Southwest Bank  
 Corrective Measure and Habitat Project  
 Boeing Plant 2  
 Seattle/Tukwila, Washington

<b>Trees</b>		<b>North Planned</b>	<b>North Actual</b>	<b>Difference</b>	<b>South Planned</b>	<b>South Actual</b>	<b>Difference</b>
<i>Acer macrophyllum</i>	Big leaf maple	50	51	+ 1 plant moved from South	80	79	- 1 plant moved to North
<i>Alnus rubra</i>	Red alder	40	43	+ 3 plants moved from South	70	67	- 3 plants moved to North
<i>Crataegus douglasii</i>	Black hawthorn	27	27		75	85	+ 10 plants
<i>Fraxinus latifolia</i>	Oregon ash	45	45		75	75	
<i>Picea sitchensis</i>	Sitka spruce	19	22	+ 3 plants moved from South	50	47	- 3 plants moved to North
<i>Pinus contorta</i>	Shorepine	18	22	+ 4 plants moved from South	55	51	- 4 plants moved to North
<i>Populus trichocarpa</i>	Black cottonwood	49	49		80	80	
<i>Prunus emarginata</i>	Bitter cherry	40	40		75	76	+ 1 planted
<i>Pseudotsuga menziesii</i>	Douglas fir	24	27	+ 3 plants moved from South	55	52	- 3 plants moved to North
<b>Total</b>		312	326	+ 14 plants <sup>1</sup>	615	612	- 3 plants

<b>Shrubs</b>		<b>North Planned</b>	<b>North Actual</b>	<b>Difference</b>	<b>South Planned</b>	<b>South Actual</b>	<b>Difference</b>
<i>Berberis aquifolium</i>	Tall Oregon grape	55	63	+ 8 plants moved from South	135	127	- 8 plants moved to North
<i>Cornus sericea</i>	Red-osier dogwood	70	71	+ 1 plant moved from South	135	134	- 1 plant moved to North
<i>Corylus cornuta</i>	Western hazelnut	70	73	+ 3 plants moved from South	135	132	- 3 plants moved to North
<i>Holodiscus discolor</i>	Oceanspray	80	82	+ 2 plants moved from South	140	138	- 2 plants moved to North
<i>Lonicera involucrata</i>	Twinberry	70	71	+ 1 plant moved from South	135	134	- 1 plant moved to North
<i>Rosa gymnocarpa</i>	Bald-hip rose	80	86	+ 6 plants moved from South	140	134	- 6 plants moved to North
<i>Salix lasiandra</i>	Pacific willow	70	70		135	135	
<i>Salix sitchensis</i>	Sitka willow	70	70		135	135	
<i>Symphoricarpos albus</i>	Snowberry	80	87	+ 7 plants moved from South	140	133	- 7 plants moved to North
<b>Total</b>		645	11,400	+ 28 plants <sup>1</sup>	1,230	1,202	- 28 plants <sup>1</sup>

Note(s)

- As approved by the Natural Resource Trusses, 14 trees and 28 shrubs were moved from the South Shoreline Area to the North Shoreline Area.

TABLE 3

**PLANNED AND AS-BUILT HABITAT AREAS**  
 Habitat Project Construction Completion Report  
 Duwamish Sediment Other Area and Southwest Bank  
 Corrective Measure and Habitat Project  
 Boeing Plant 2  
 Seattle/Tukwila, Washington

Area	Planned Habitat Areas From Consent Decree <sup>1</sup>				Constructed Habitat Based on As-Built Elevations and Plantings				Percent of Planned versus Constructed Habitat			
	Marsh (ac) +5.5 to +12 feet MLLW	Riparian (ac) Above +12 feet MLLW	Intertidal (ac) +2 to +5.5 feet MLLW) <sup>2</sup>	Total Marsh, Riparian, and Intertidal (ac)	Marsh (ac) +5.5 to +12 feet MLLW	Riparian (ac) Above +12 feet MLLW	Intertidal (ac) +2 to +5.5 feet MLLW) <sup>2</sup>	Total Marsh, Riparian, and Intertidal (ac)	Marsh (ac) +5.5 to +12 feet MLLW	Riparian (ac) Above +12 feet MLLW	Intertidal (ac) +2 to +5.5 feet MLLW) <sup>2</sup>	Total Marsh, Riparian, and Intertidal (ac)
South					1.19	0.95	0.69	2.13				
North					1.45	0.57	0.39	2.02				
Total (ac)	2.5	1.5	0.8	4.8	2.64	1.52	1.08	5.23	105%	101%	135%	109%

Note(s)

1. Habitat areas from Section 3.0 of Appendix A of the Consent Decree. Boeing committed to creating at least 90 percent of the areas identified in the Consent Decree, or a lesser amount if otherwise approved by the Trustees.
2. The shoreline bank below about elevation +5.0 feet MLLW had not been completed at the time that this document was prepared. The habitat area between +2.0 and +5.5 feet MLLW was estimated based on the constructed +5.5 foot MLLW contour and the design +2 foot MLLW contour. The actual area between +2.0 to +5.5 feet MLLW will be reassessed after completion of the shoreline slopes when dredging is completed.

Abbreviation(s)

ac = acres

MLLW = mean lower low water

---

**FIGURES**



APPROXIMATE SCALE IN FEET  
0 150 300 600

LOCATION OF THE BUILDING 2-122, BUILDING 2-41,  
AND SOUTHWEST BANK HABITAT RESTORATION  
PROJECTS IN THE LOWER DUWAMISH WATERWAY  
Habitat Project Construction Completion Report  
Boeing Plant 2

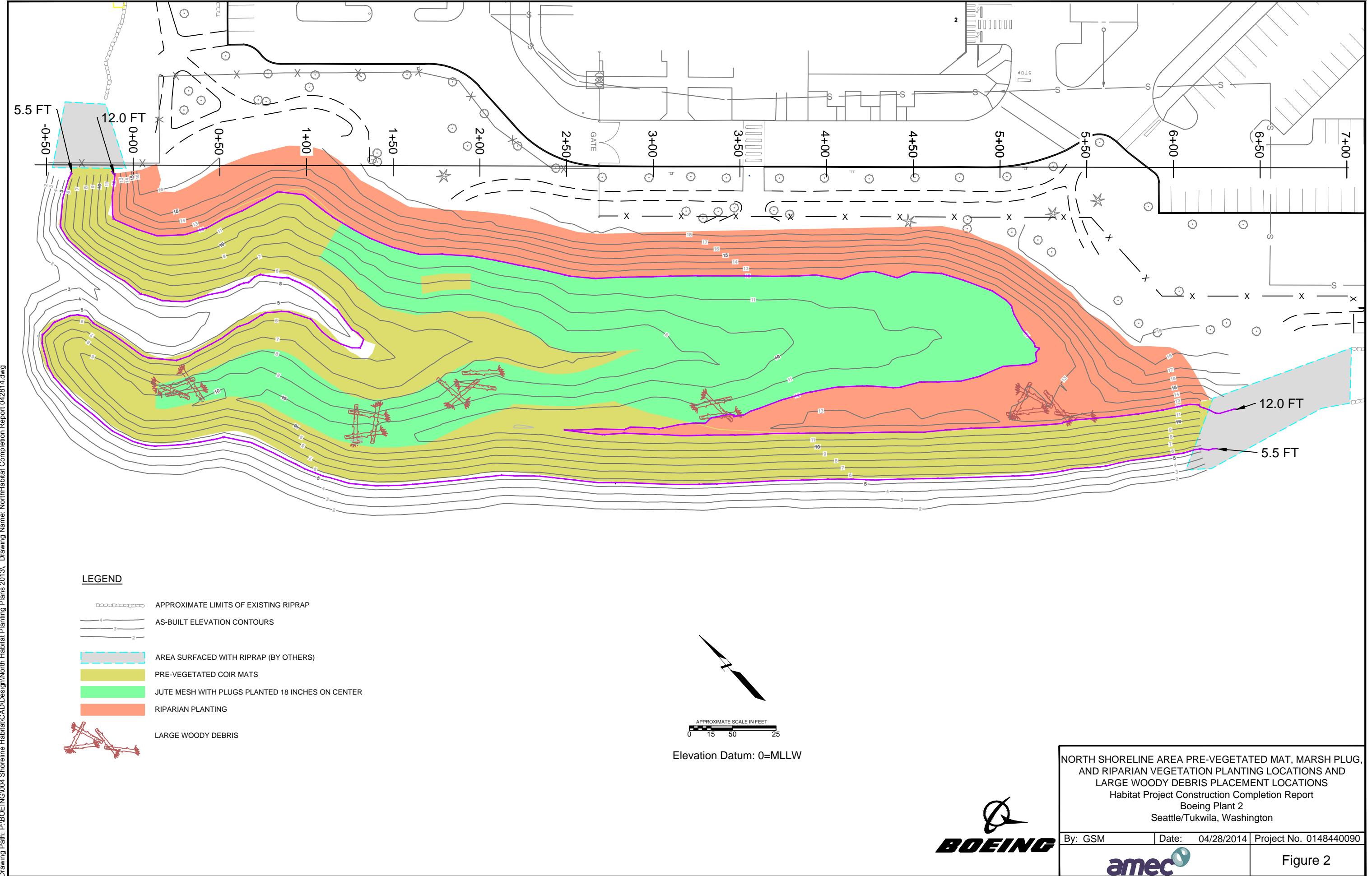
Seattle/Tukwila, Washington

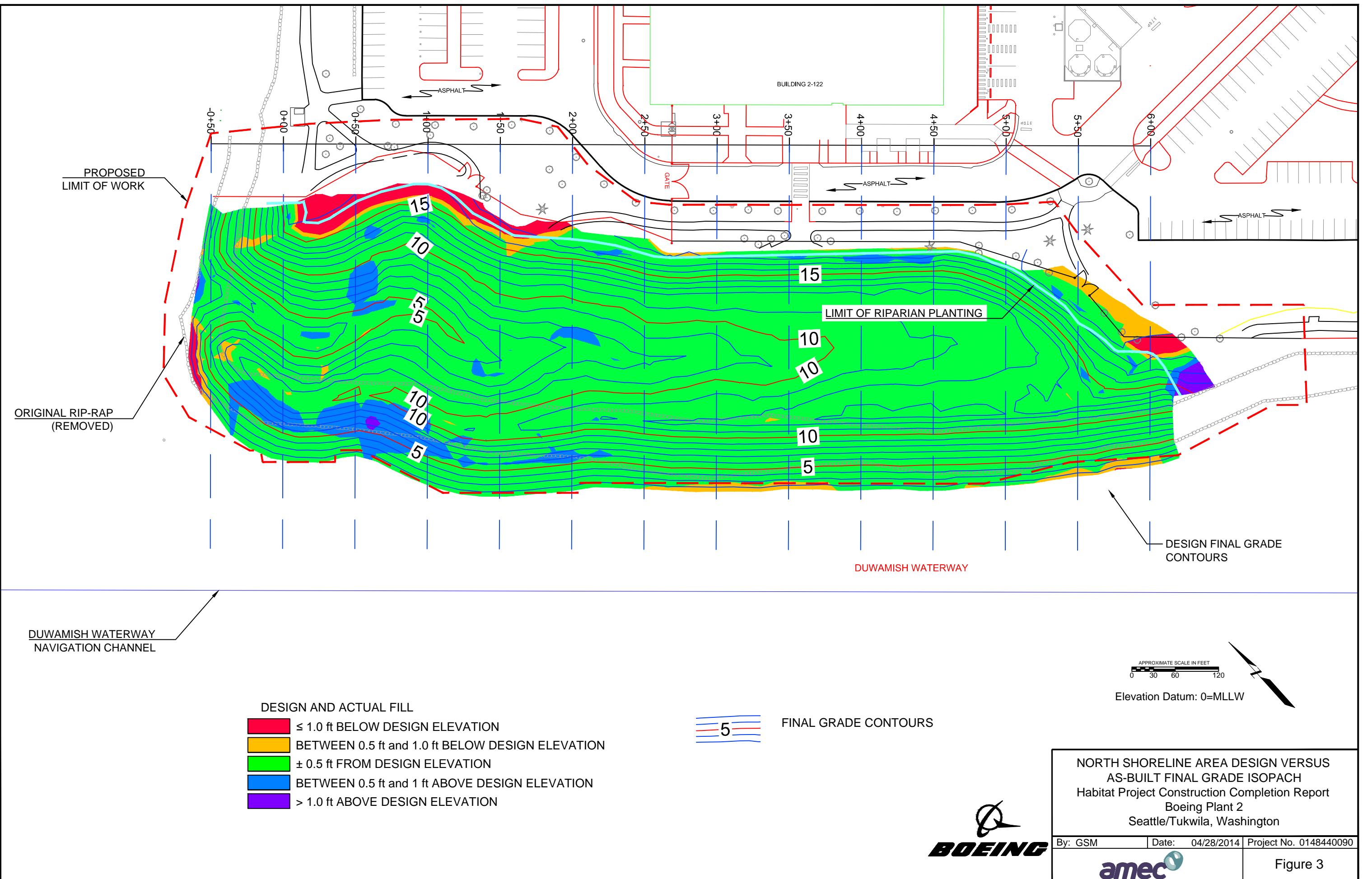
By: GSM Date: 04/28/2014 Project No. 0148440090

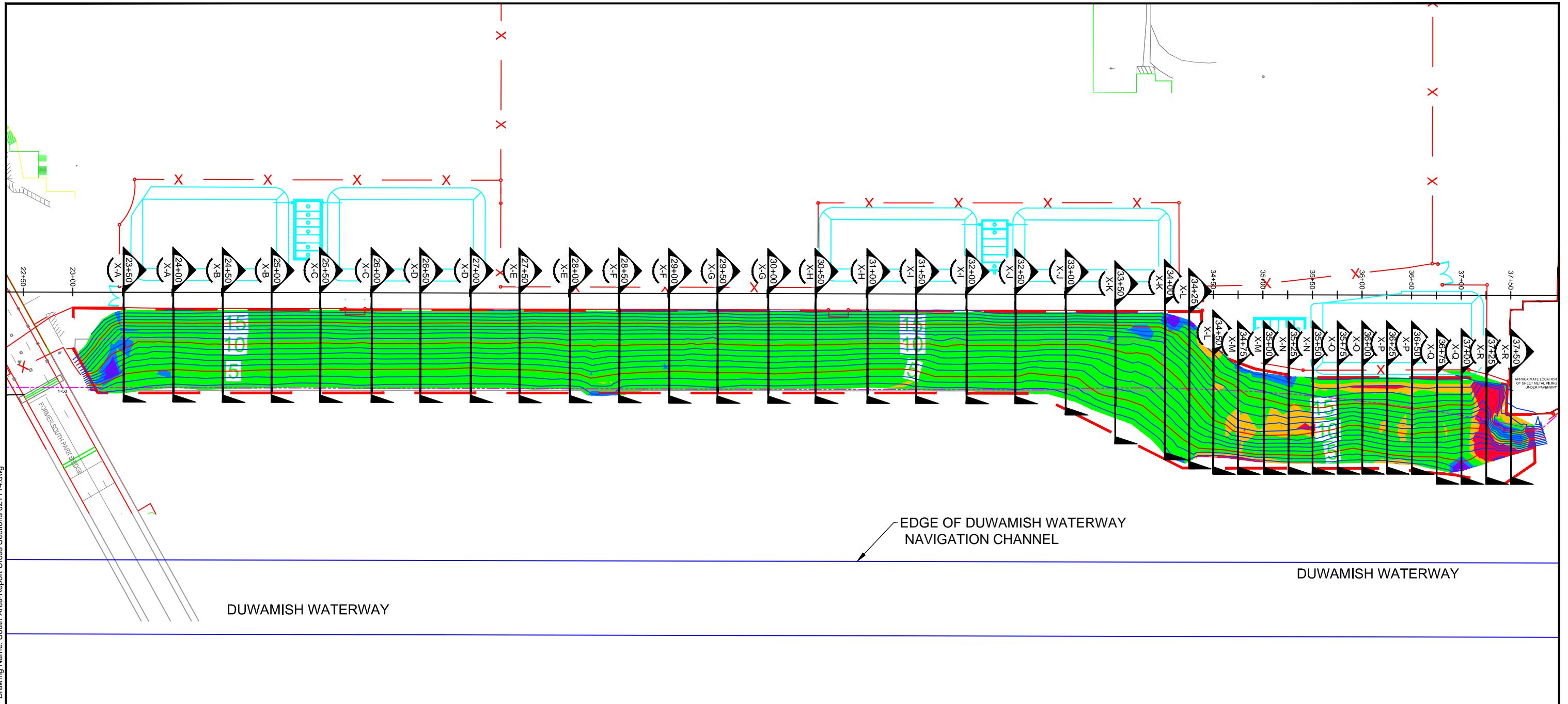
  
**BOEING**



Figure 1

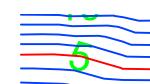






#### DESIGN AND ACTUAL FILL

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- BETWEEN 0.5 ft and 1.0 ft BELOW DESIGN ELEVATION
- ± 0.5 ft FROM DESIGN ELEVATION
- BETWEEN 0.5 ft and 1 ft ABOVE DESIGN ELEVATION
- > 1.0 ft ABOVE DESIGN ELEVATION



FINAL GRADE CONTOURS

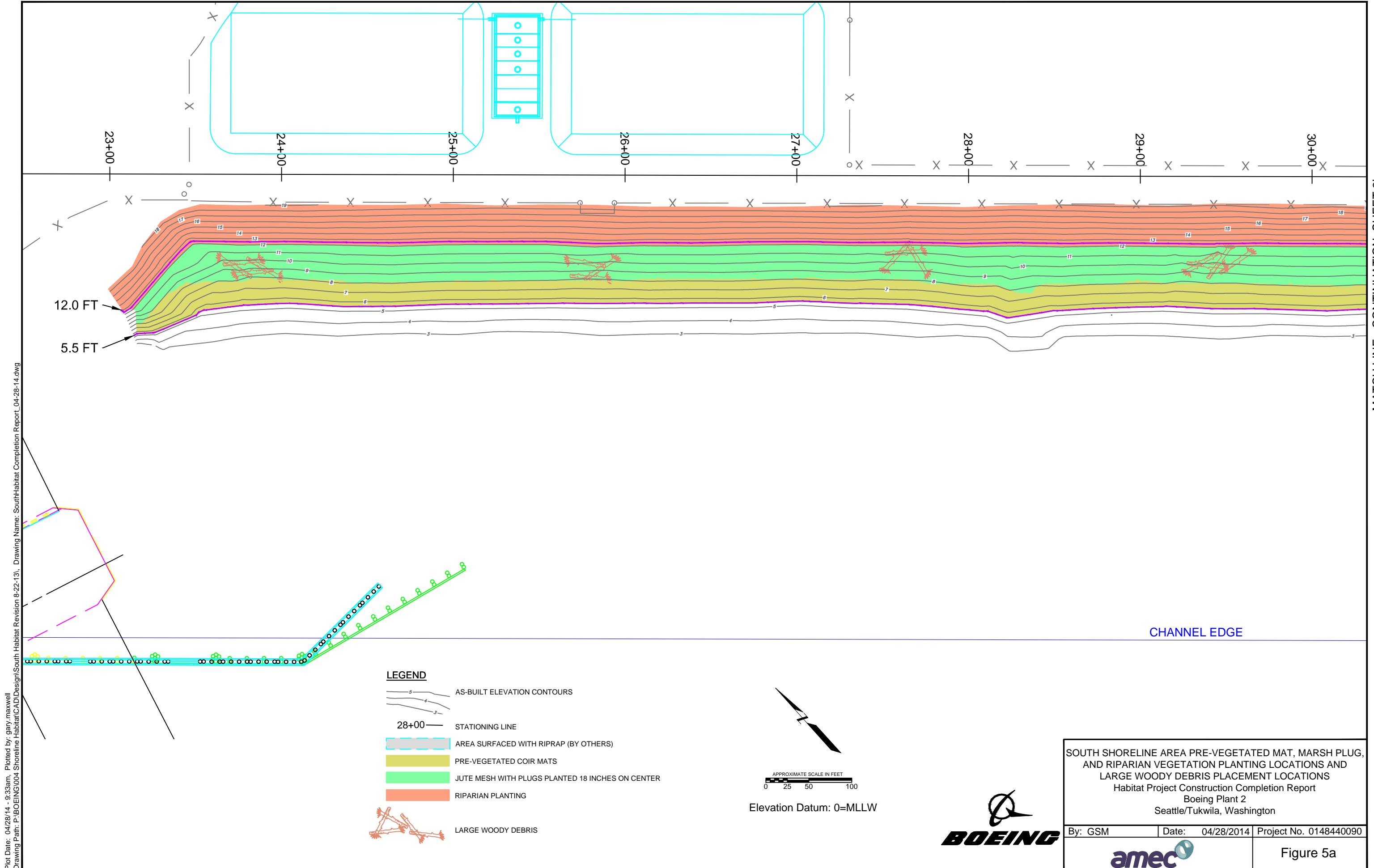
Elevations MLLW=0 ft

APPROXIMATE SCALE IN FEET  
0 50 100 200

SOUTH SHORELINE AREA DESIGN VERSUS  
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Habitat Project Construction Completion Report  
Boeing Plant 2  
Seattle/Tukwila, Washington

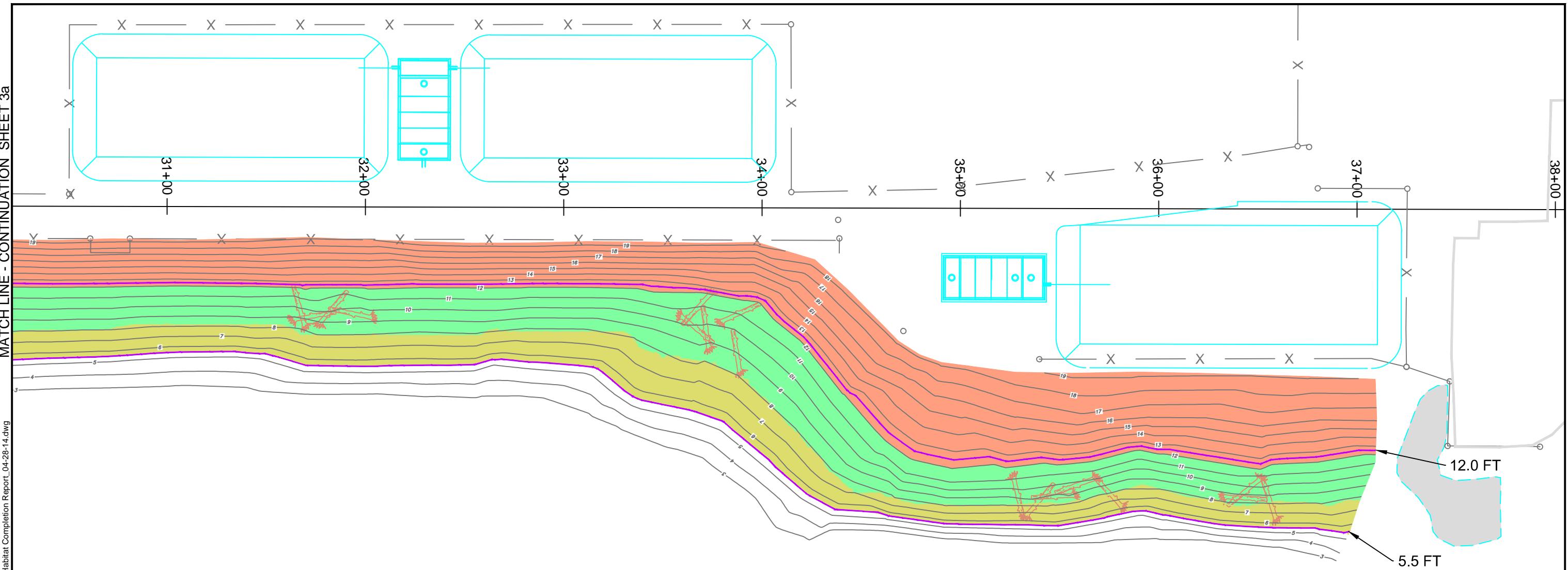


By: GSM	Date: 04/28/2014	Project No. 0148440090
		Figure 4



## MATCH LINE - CONTINUATION SHEET 3a

Plot Date: 04/28/14 - 9:33am, Plotted by: gary.maxwell  
 Drawing Path: P:\BOEING004\Shoreline Habitat\Design\SouthHabitat\CAD\Design\SouthHabitat Revision 8-22-13.lw

LEGEND

- AS-BUILT ELEVATION CONTOURS
- 28+00 STATIONING LINE
- AREA SURFACED WITH RIPRAP (BY OTHERS)
- PRE-VEGETATED COIR MATS
- JUTE MESH WITH PLUGS PLANTED 18 INCHES ON CENTER
- RIPARIAN PLANTING
- LARGE WOODY DEBRIS

APPROXIMATE SCALE IN FEET  
 0 25 50 100

Elevation Datum: 0=MLLW



SOUTH SHORELINE AREA PRE-VEGETATED MAT, MARSH PLUG,  
 AND RIPARIAN VEGETATION PLANTING LOCATIONS  
 AND  
 LARGE WOODY DEBRIS PLACEMENT LOCATIONS

Habitat Project Construction Completion Report

Boeing Plant 2

Seattle/Tukwila, Washington

By: GSM Date: 04/28/2014 Project No. 0148440090



Figure 5b

## Looking Northeast



## Looking South



Photos courtesy of The Boeing Company

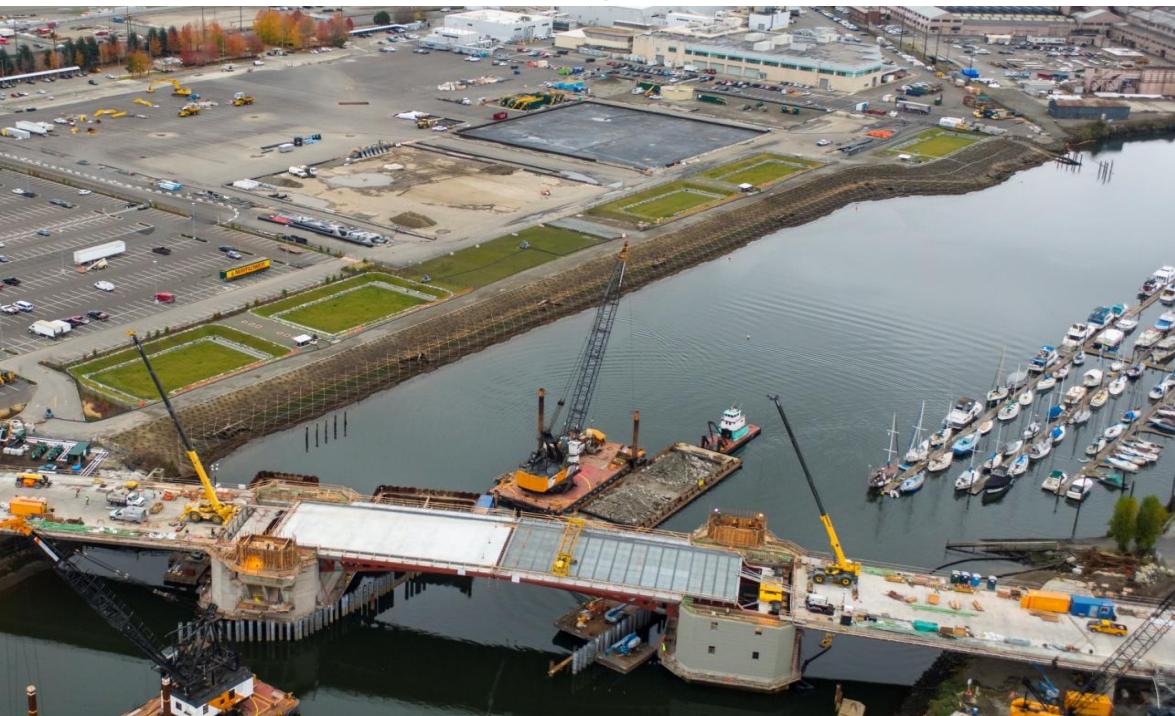
### NORTH SHORELINE HABITAT

Habitat Project Construction Completion Report  
Duwamish Sediment Other Area and Southwest Bank  
Corrective Measure and Habitat Project

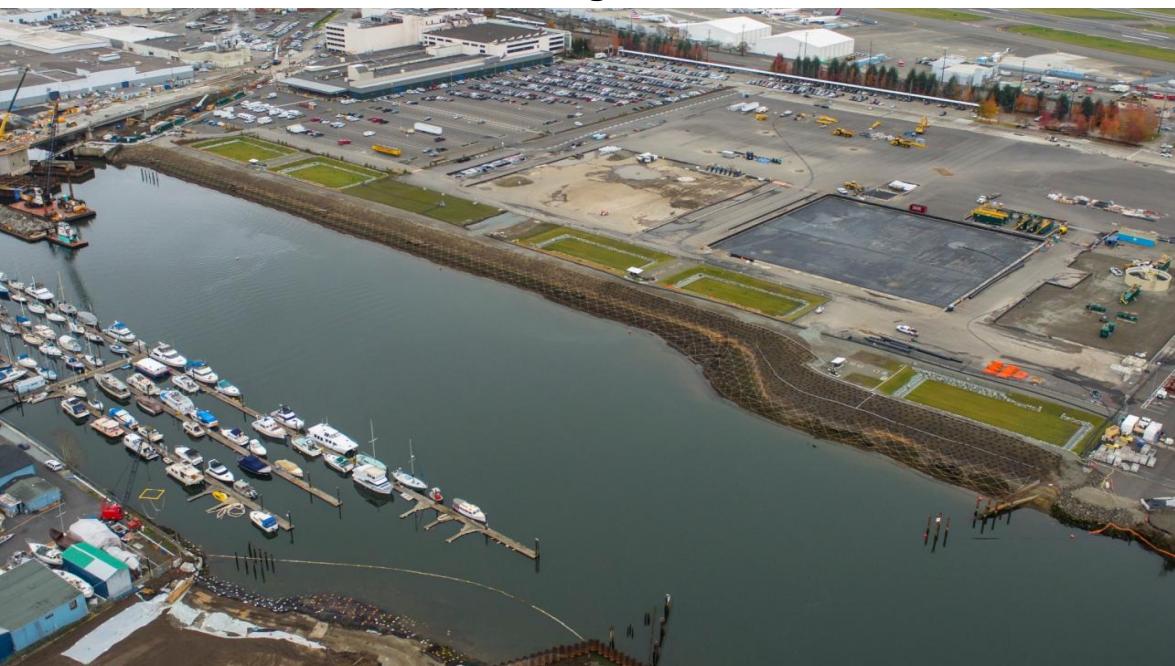
Boeing Plant 2  
Seattle/Tukwila, Washington

BY: RHG	Date: 4/18/14	Project No. 0148440090
 BOEING		Figure 6

**Looking East**



**Looking North**



Photos courtesy of The Boeing Company

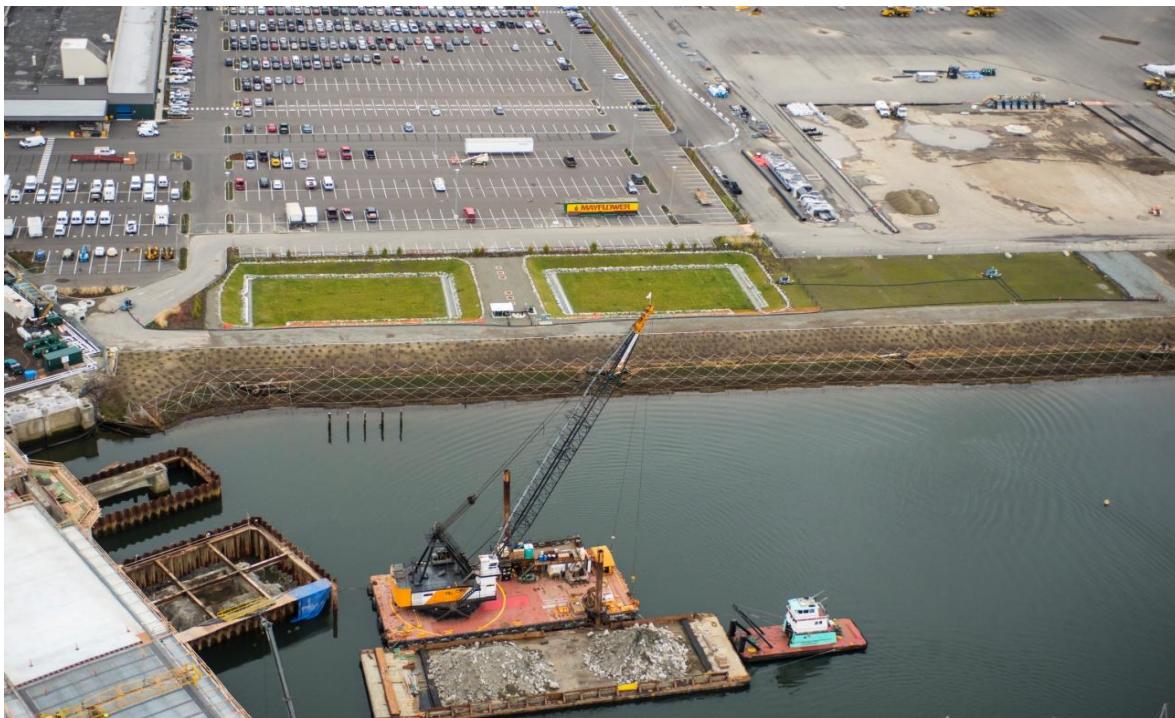
**SOUTH SHORELINE HABITAT**

Habitat Project Construction Completion Report  
Duwamish Sediment Other Area and Southwest Bank  
Corrective Measure and Habitat Project

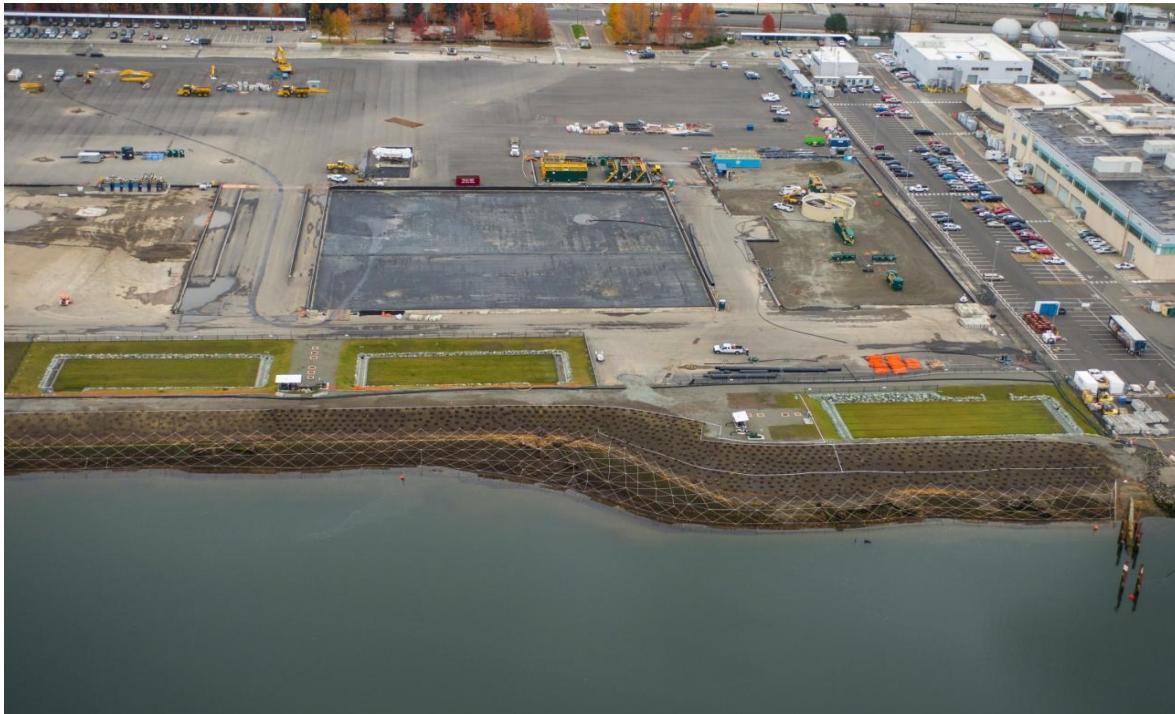
Boeing Plant 2  
Seattle/Tukwila, Washington

BY: RHG	Date: 4/21/14	Project No. 0148440090
 BOEING		Figure 7a

## Looking Northeast, North End



## Looking Northeast, South End



Photos courtesy of The Boeing Company

### SOUTH SHORELINE HABITAT

Habitat Project Construction Completion Report  
Duwamish Sediment Other Area and Southwest Bank  
Corrective Measure and Habitat Project

Boeing Plant 2  
Seattle/Tukwila, Washington

BY: RHG	Date: 4/21/14	Project No. 0148440090
		Figure 7b

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**PHOTOGRAPHS**

**PHOTOGRAPHS**  
Habitat Project Construction Completion Report  
Boeing Plant 2  
Seattle/Tukwila, Washington



Photo 1      Marsh Seedlings in Greenhouse



Photo 2      Marsh Seedlings after Transplantation to Coir Mats

**PHOTOGRAPHS**  
Habitat Project Construction Completion Report  
Boeing Plant 2  
Seattle/Tukwila, Washington



Photo 3

Bare Root *Carex lyngbyei* (Lyngby's sedge) after Transplantation to Coir Mats

**PHOTOGRAPHS**  
Habitat Project Construction Completion Report  
Boeing Plant 2  
Seattle/Tukwila, Washington



Photo 4a      Pre-Vegetated Mats Displayed Robust Root Structure



Photo 4b      Pre-Vegetated Mats Displayed Robust Root Structure

**PHOTOGRAPHS**  
Habitat Project Construction Completion Report  
Boeing Plant 2  
Seattle/Tukwila, Washington



Photo 5      Shipment of Pre-Vegetated Coir Mats



Photo 6      Example of Browning of Stems Immediately after Planting

**PHOTOGRAPHS**  
Habitat Project Construction Completion Report  
Boeing Plant 2  
Seattle/Tukwila, Washington



Photo 7      New Foliage Development after Planting



Photo 8      Staking of Pre-Vegetated Mats

**PHOTOGRAPHS**  
Habitat Project Construction Completion Report  
Boeing Plant 2  
Seattle/Tukwila, Washington



Photo 9      Completed Pre-Vegetated Mat Plantings



Photo 10      Marsh Plugs Showing Root Development

**PHOTOGRAPHS**  
Habitat Project Construction Completion Report  
Boeing Plant 2  
Seattle/Tukwila, Washington



Photo 11 Underdeveloped Pacific Silverweed Plugs



Photo 12 Bare Root Pacific Silverweed Plugs

**PHOTOGRAPHS**  
Habitat Project Construction Completion Report  
Boeing Plant 2  
Seattle/Tukwila, Washington



Photo 13      Marsh Plug and Anchor Stake



Photo 14      Hydroseeded Riparian Zone

**PHOTOGRAPHS**  
Habitat Project Construction Completion Report  
Boeing Plant 2  
Seattle/Tukwila, Washington



Photo 15a      Planted Riparian Zone



Photo 15b      Planted Riparian Zone

**PHOTOGRAPHS**  
Habitat Project Construction Completion Report  
Boeing Plant 2  
Seattle/Tukwila, Washington



Photo 16      Chain Used to Lash Log Bundles



Photo 17      Partially Completed South Shoreline Area Large Woody Debris Installation

**PHOTOGRAPHS**  
Habitat Project Construction Completion Report  
Boeing Plant 2  
Seattle/Tukwila, Washington



Photo 18      Completed South Shoreline Area Goose Exclusion Fencing

**PHOTOGRAPHS**  
Habitat Project Construction Completion Report  
Boeing Plant 2  
Seattle/Tukwila, Washington



Photo 19a      South Area Irrigation System



Photo 19b      South Area Irrigation System



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## APPENDIX A

North Shoreline Area As-Built Record Drawings



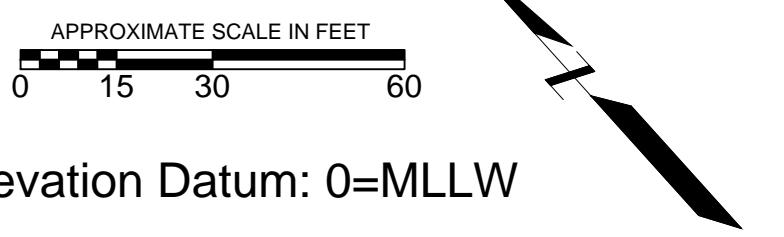
# DUWAMISH WATERWAY NAVIGATION CHANNEL

**DESIGN AND ACTUAL EXCAVATION**

- ≤ 0.5 ft ABOVE DESIGN ELEVATION
- BETWEEN 0.5 ft and 1.0 ft ABOVE DESIGN ELEVATION
- BETWEEN 1.0 ft and 2.0 ft ABOVE DESIGN ELEVATION
- > 2.0 ft ABOVE DESIGN ELEVATION

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# DESIGN FINAL GRADE CONTOURS





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- ≤ 1.0 ft BELOW DESIGN ELEVATION
- BETWEEN 0.5 ft and 1.0 ft BELOW DESIGN ELEVATION
- ± 0.5 ft FROM DESIGN ELEVATION
- BETWEEN 0.5 ft and 1 ft ABOVE DESIGN ELEVATION
- > 1.0 ft ABOVE DESIGN ELEVATION

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#### DESIGN FINAL GRADE CONTOURS

APPROXIMATE SCALE IN FEET  
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Elevation Datum: 0=MLLW



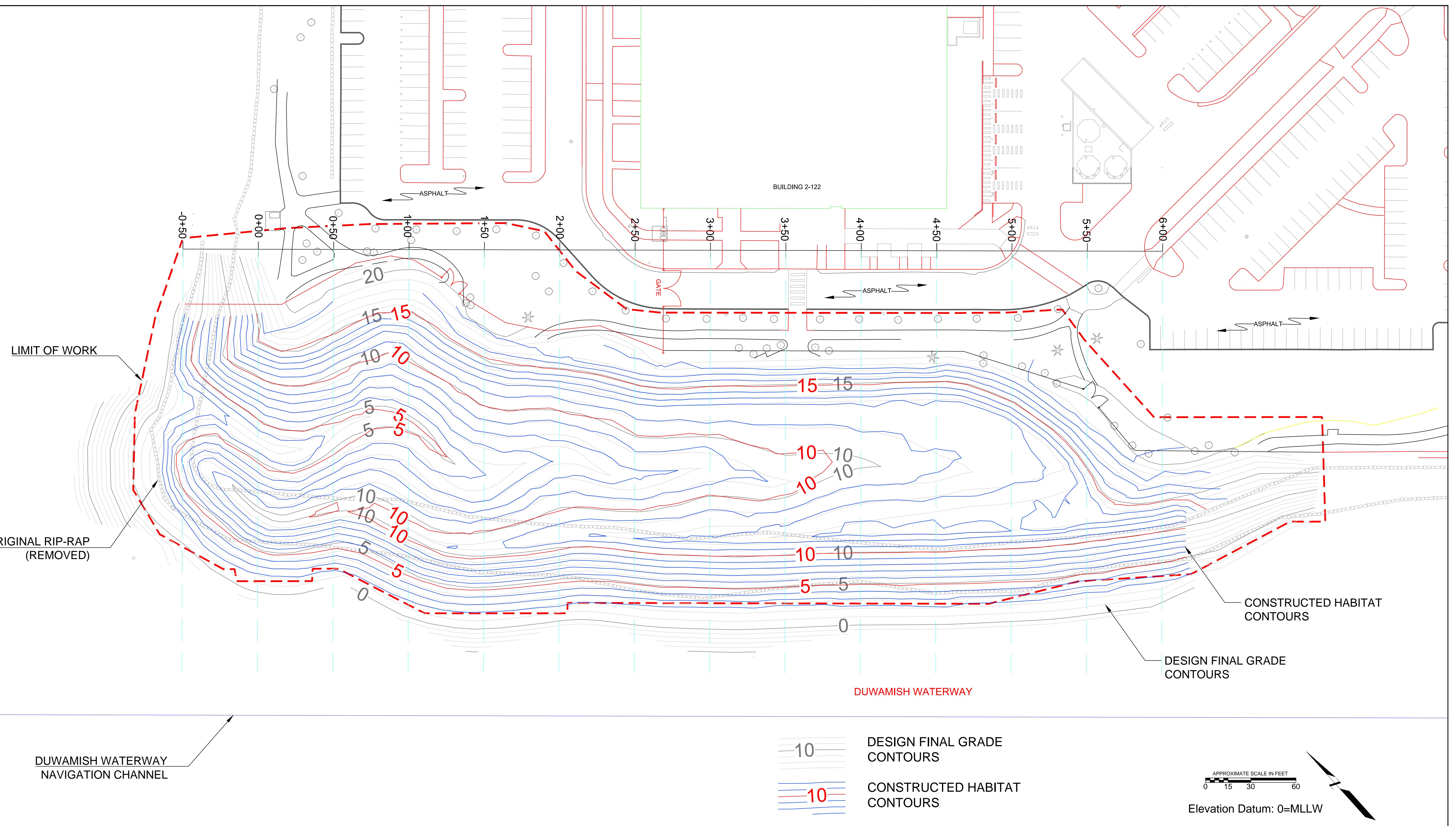
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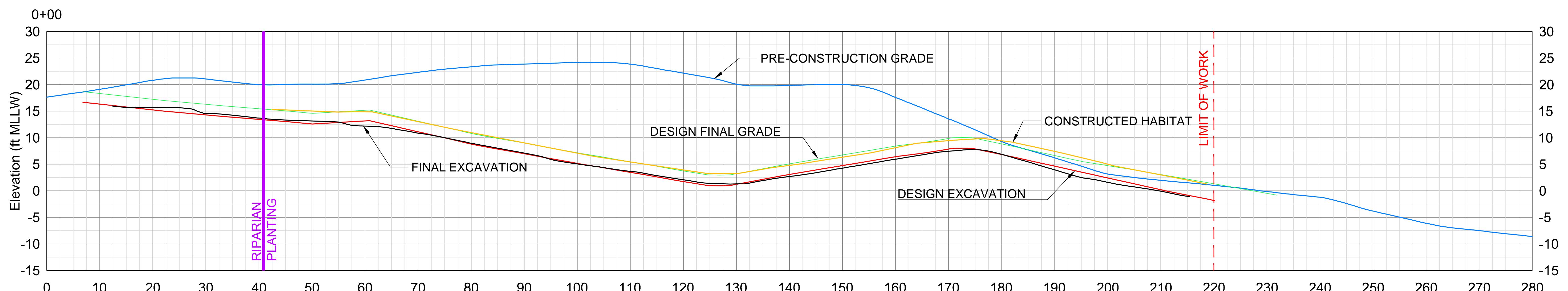
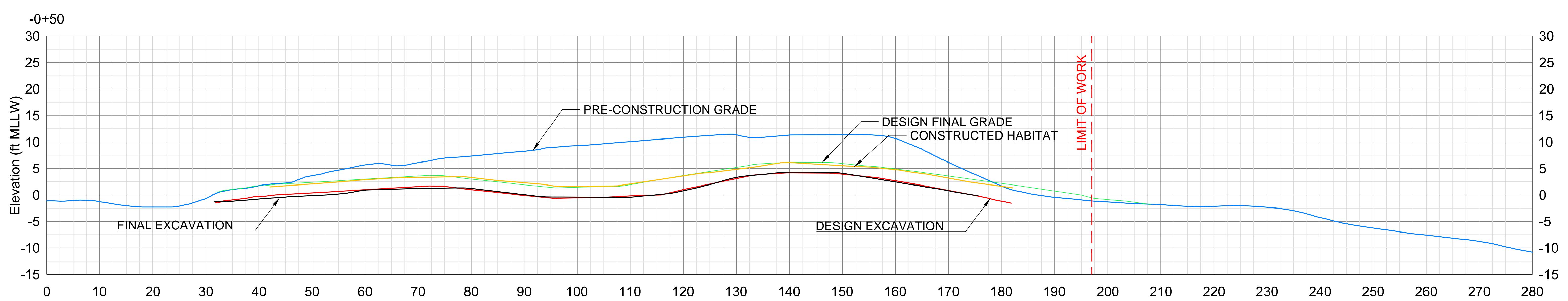
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NORTH SHORELINE AREA

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JOB NO. 131320050

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- PRE-CONSTRUCTION GRADE
- DESIGN EXCAVATION
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- DESIGN FINAL GRADE
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The Boeing logo, featuring a stylized 'Q' or 'B' shape followed by the word "BOEING" in a bold, sans-serif font.

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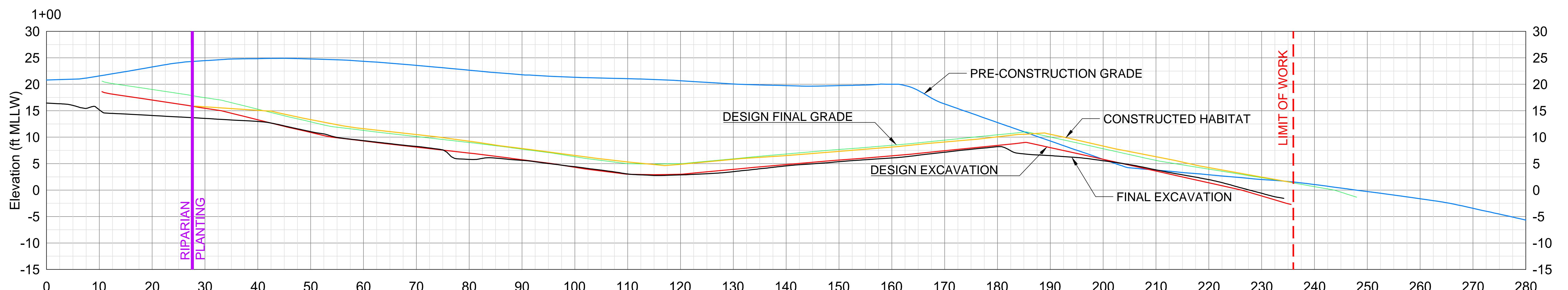
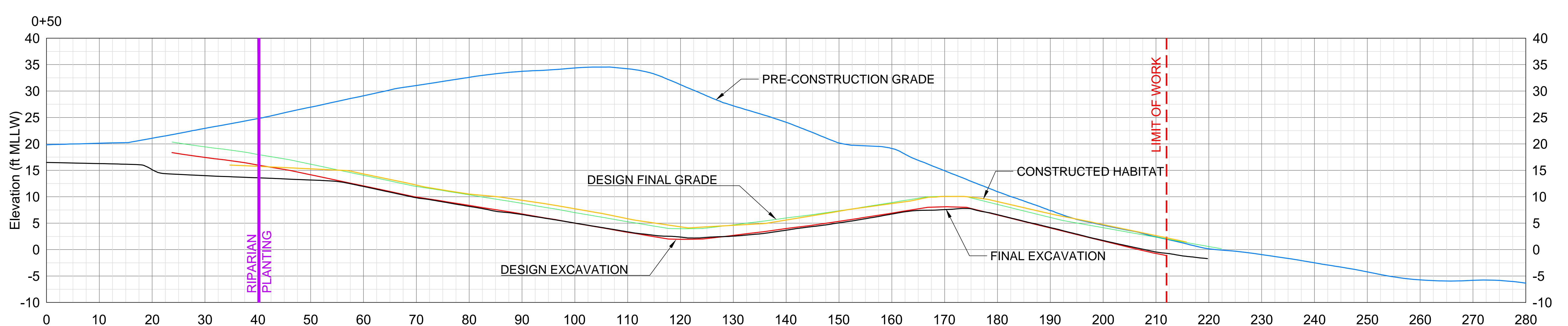
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- DESIGN FINAL GRADE
- CONSTRUCTED HABITAT

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Drawing Path: P:\BOEING\004 Shoreline Hail

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	BY	APPROV

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A stylized black signature is positioned above a logo. The logo consists of a thick, italicized letter 'B' followed by a smaller, solid black triangle pointing downwards.

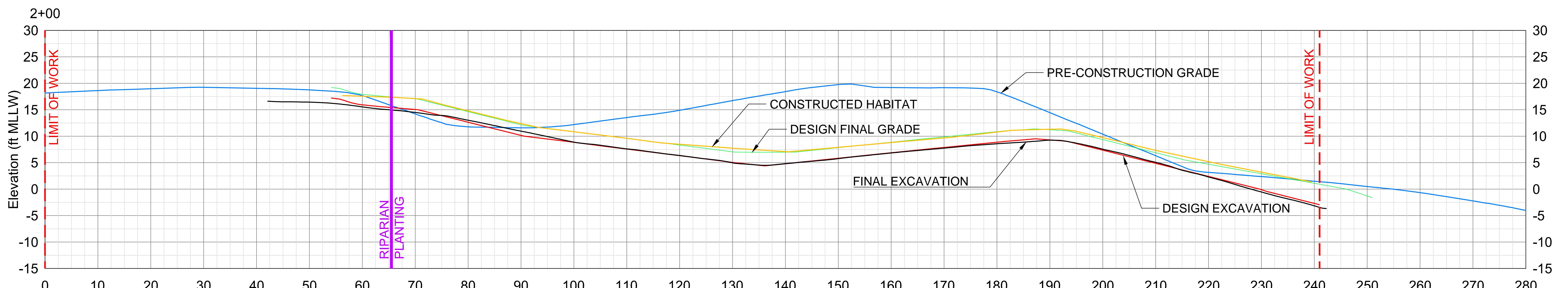
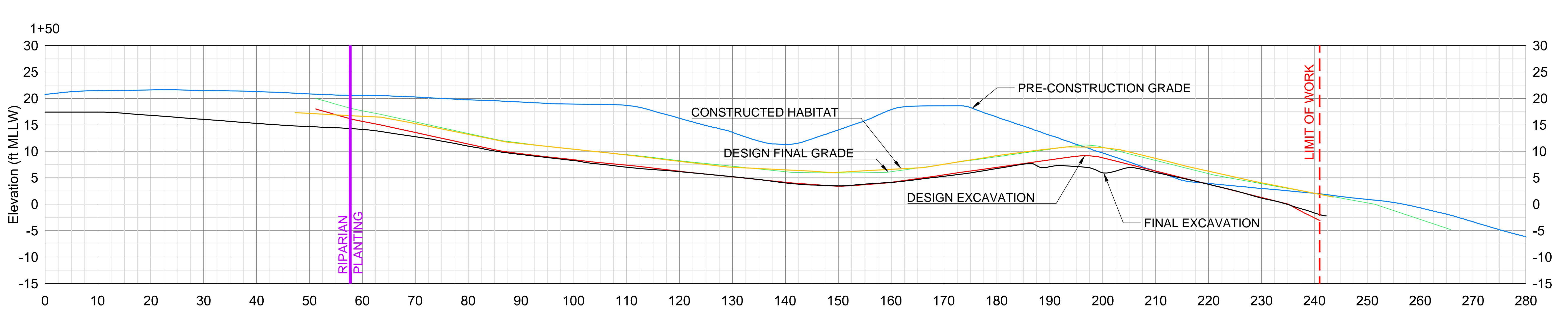
**DEING®**

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**BOEING PLANT 2  
NORTH SHORELINE AREA**

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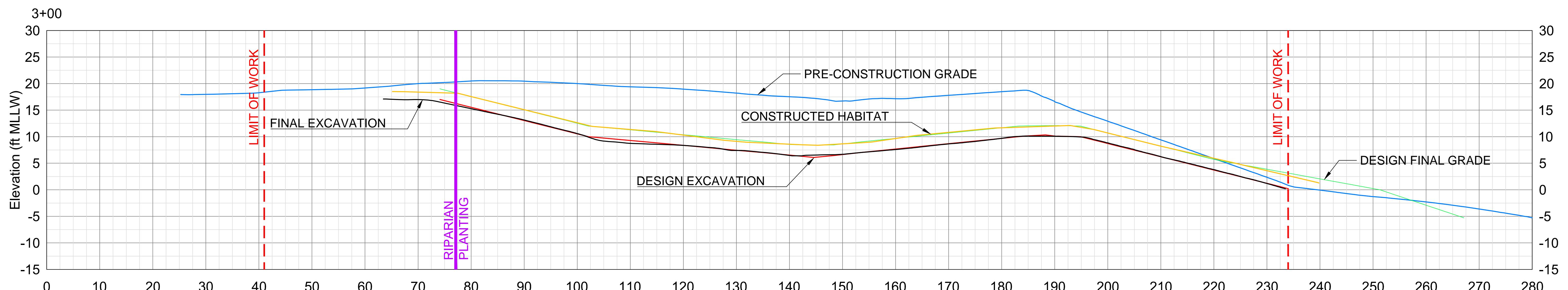
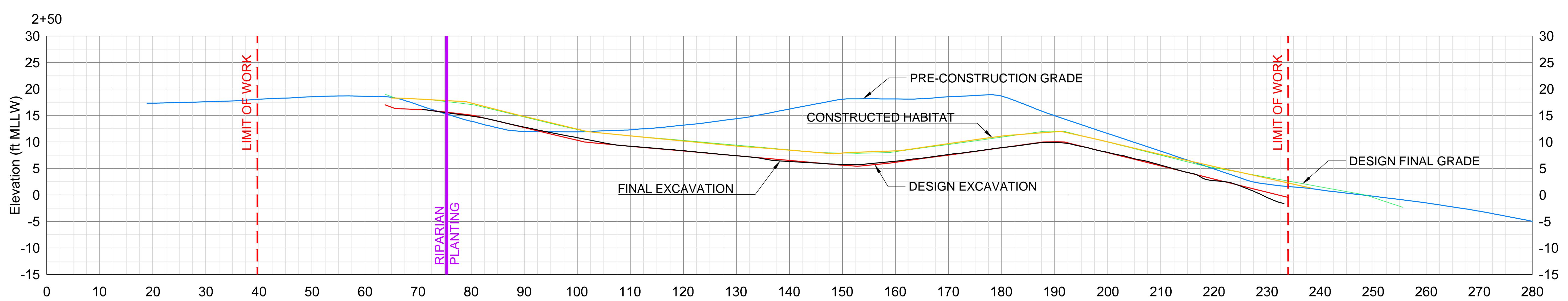


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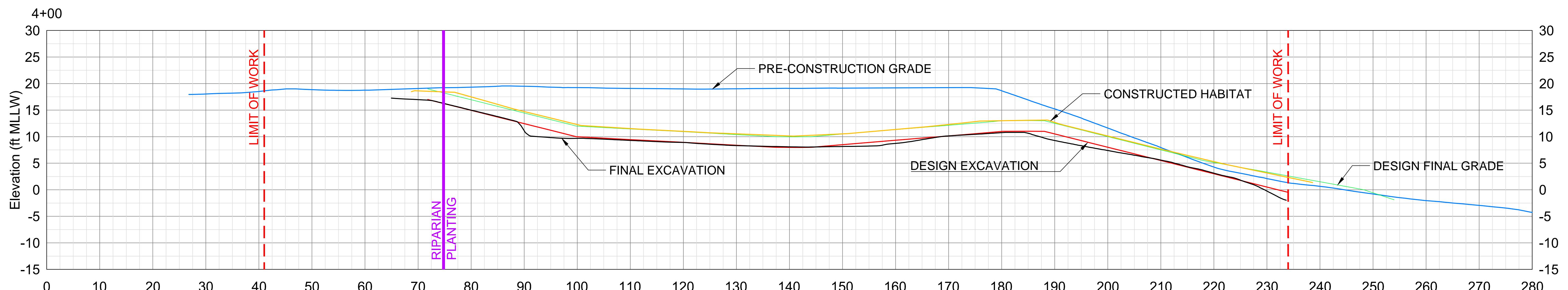
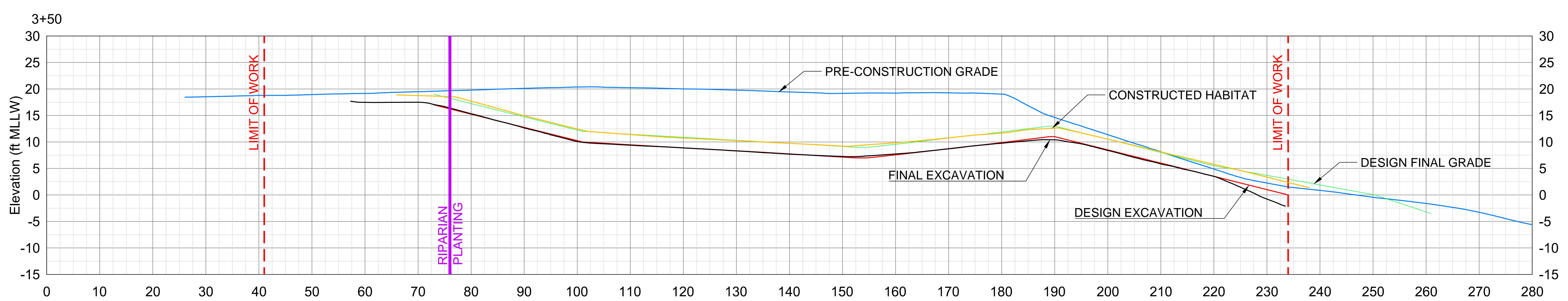
A large, stylized letter 'G' with a registered trademark symbol (®) to its right, centered on a white background.

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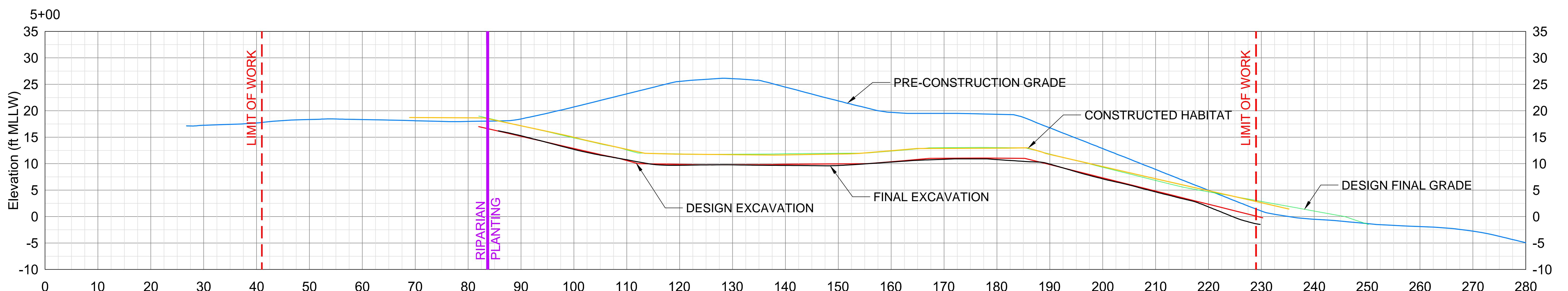
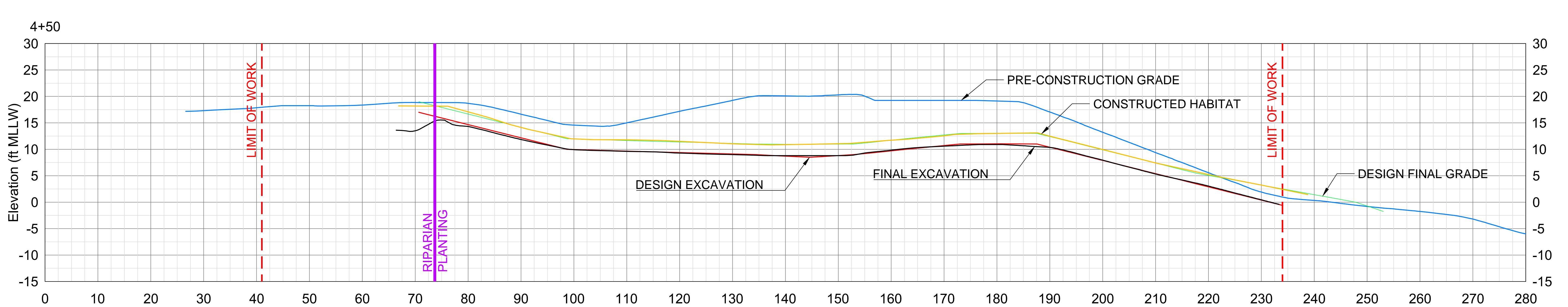
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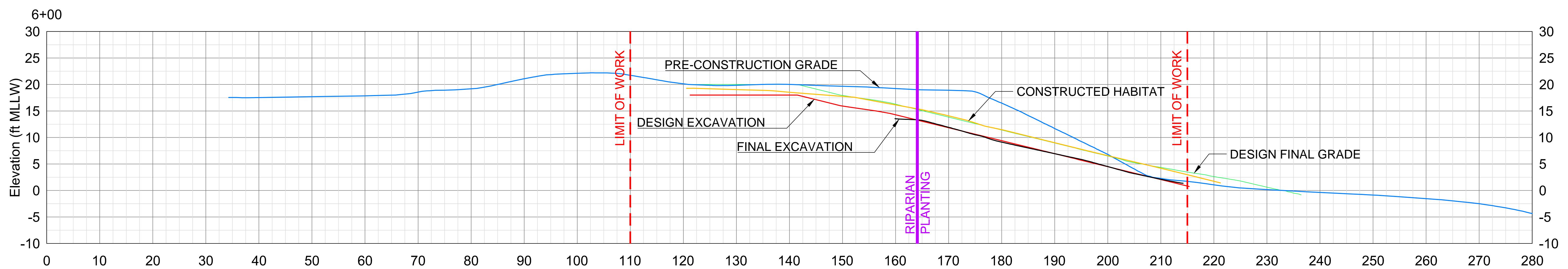
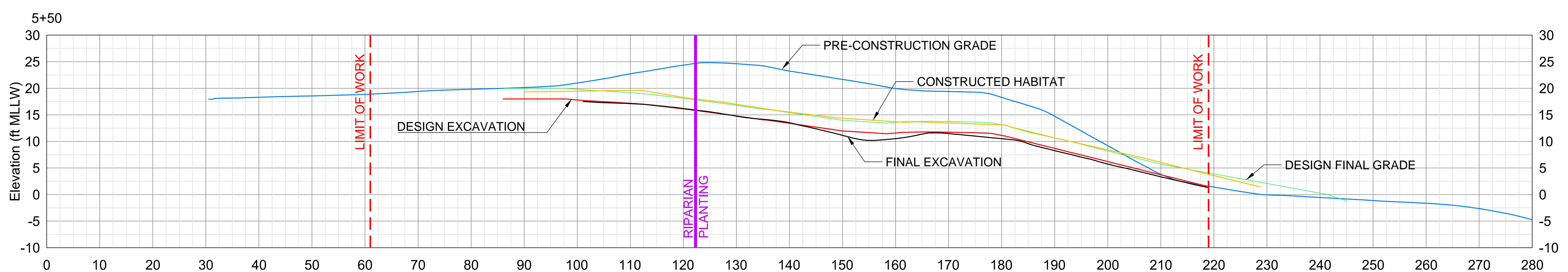
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- FINAL EXCAVATION
- DESIGN FINAL GRADE
- CONSTRUCTED HABITAT

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Drawing Path: P:\BOEING\004 Shoreline Hal SY

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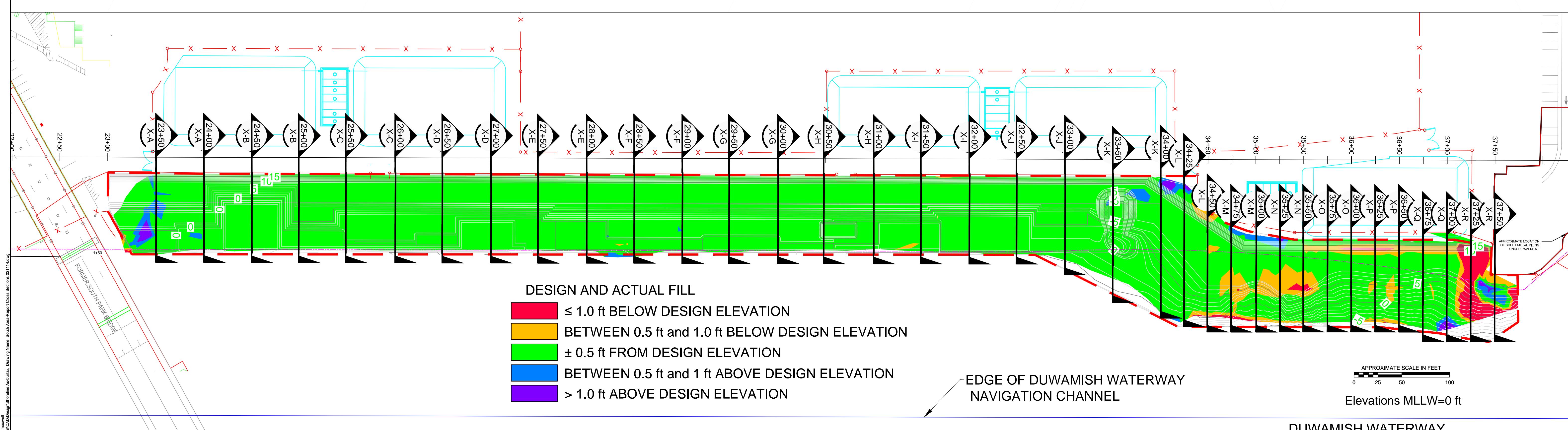
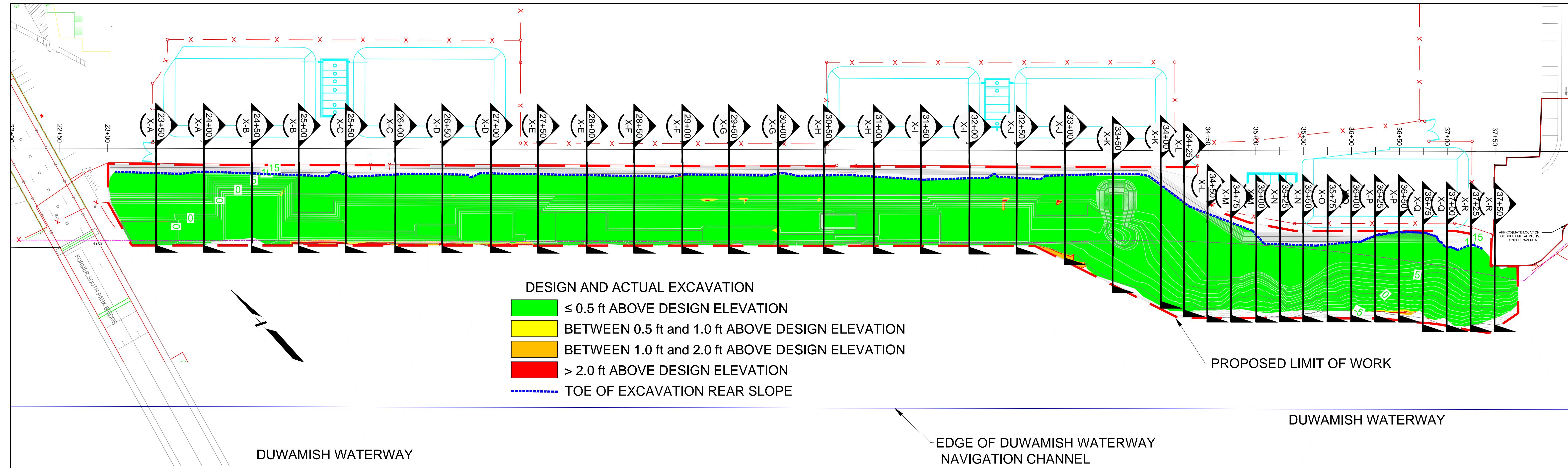
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	SHEET	10/22/13	
<b>EA</b>	<b>XSEC-G</b>		
	JOB NO.	131320050	COMP NO.
	DWG NO.		



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**APPENDIX B**

South Shoreline Area As-Built Record Drawings

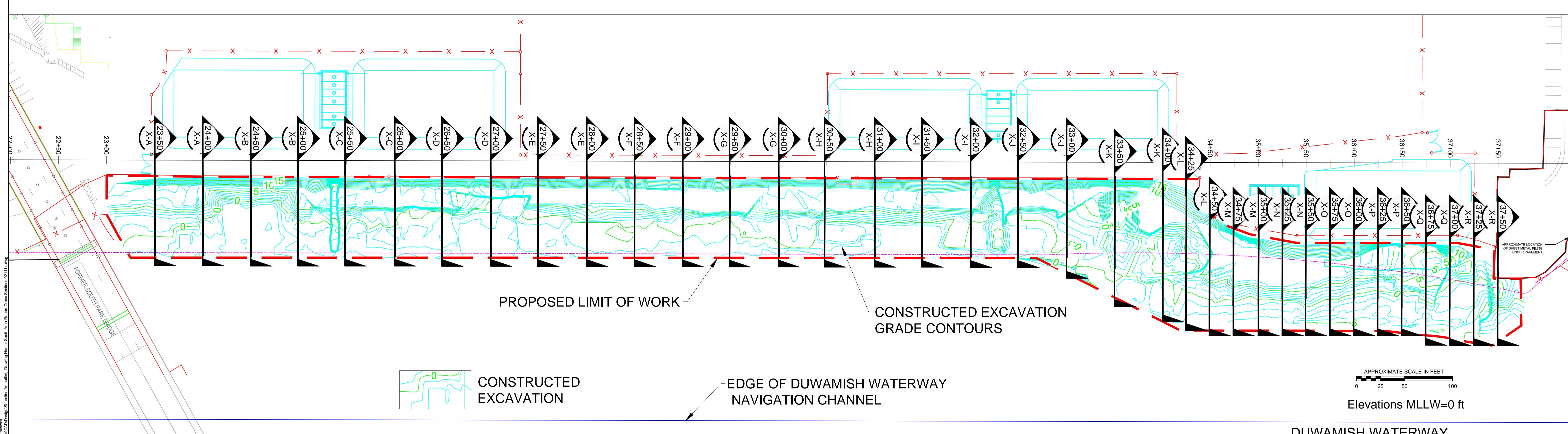
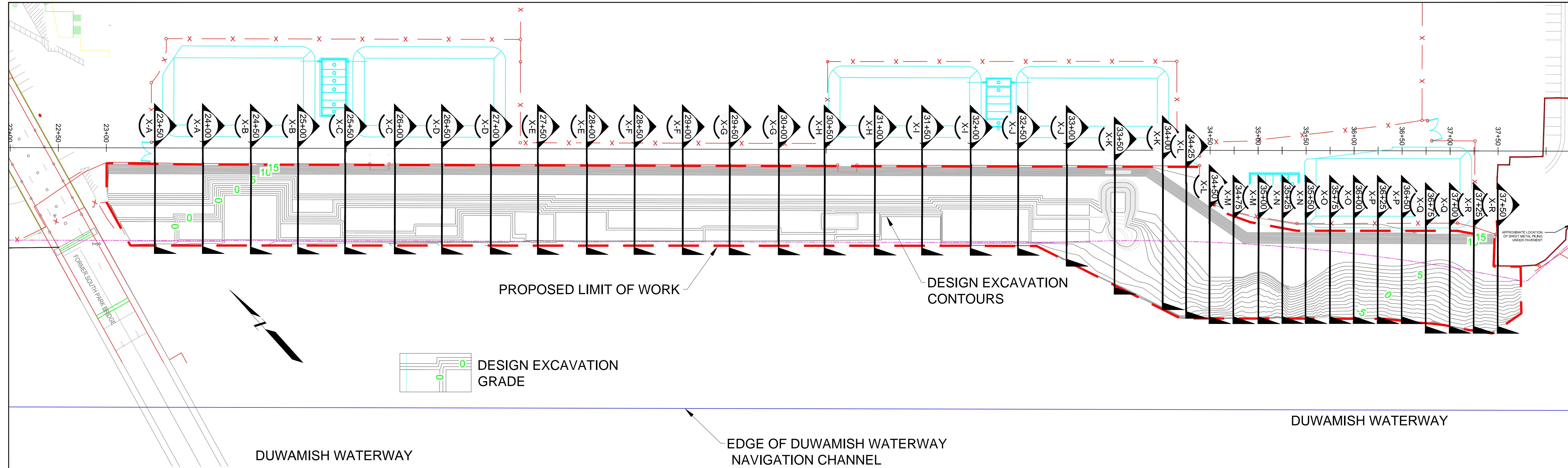


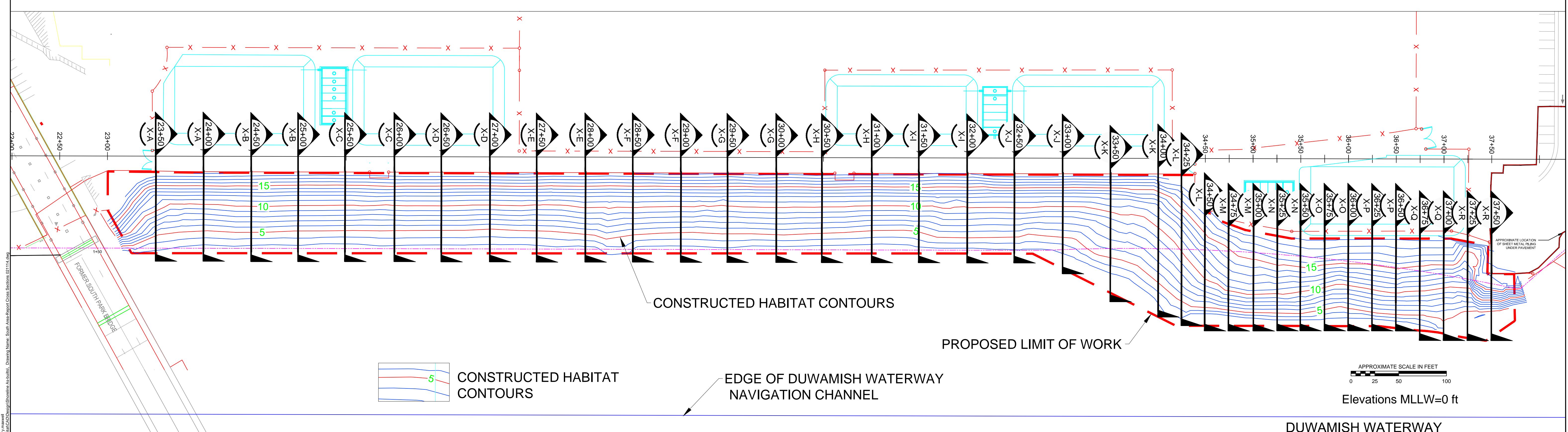
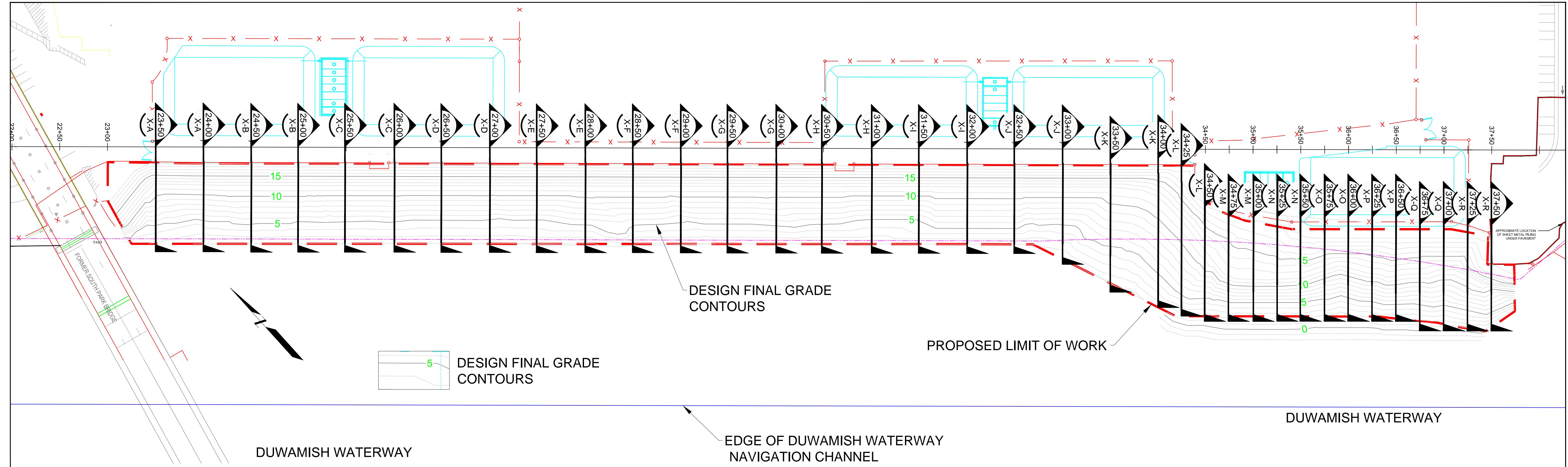
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TITLE  
AS-BUILT ISOPACHS  
BOEING PLANT 2  
SOUTH SHORELINE AREA

REVISION	SYMBOL	DATE
Plan		
JOB NO.	0131320050	COMP NO.
DWG NO.		

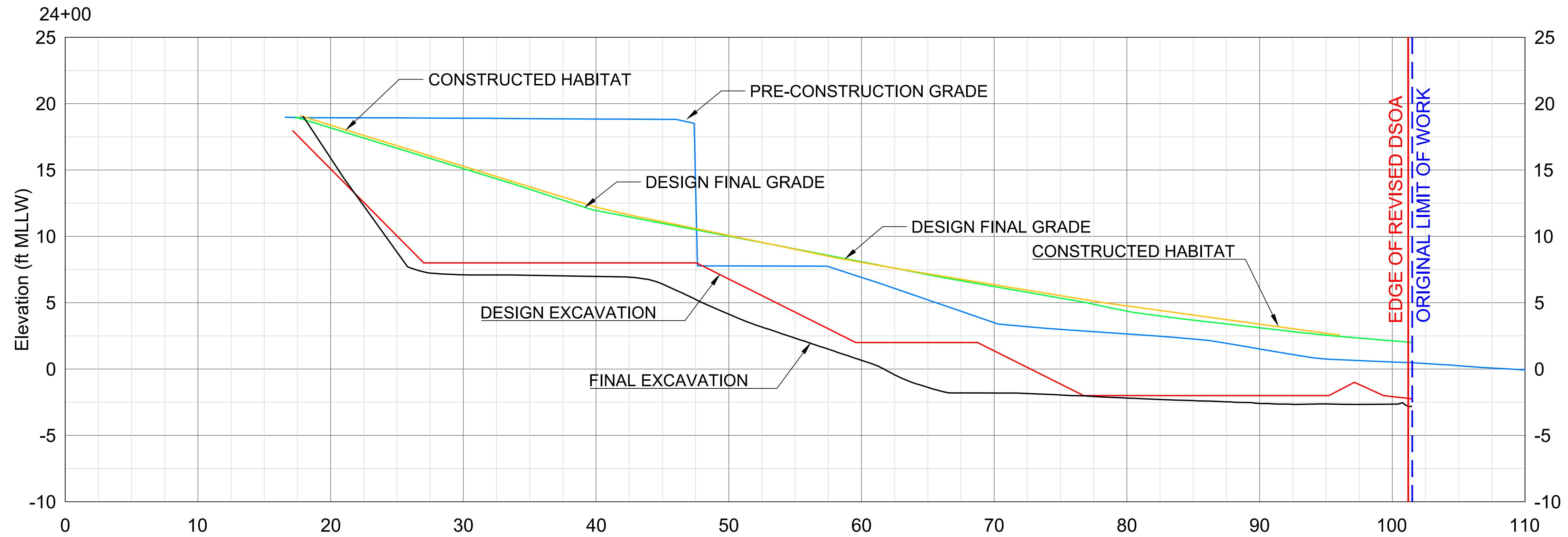
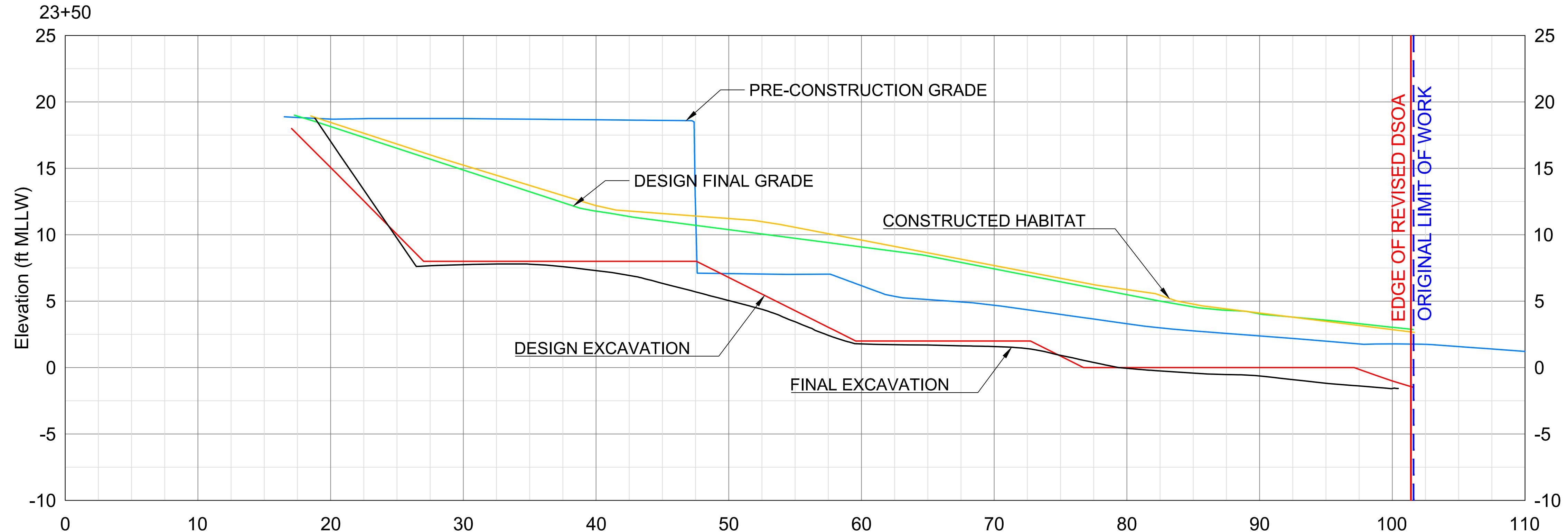




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 **BOEING®**  
**AS-BUILT HABITAT CROSS SECTIONS**  
**BOEING PLANT 2**  
**SOUTH SHORELINE AREA**

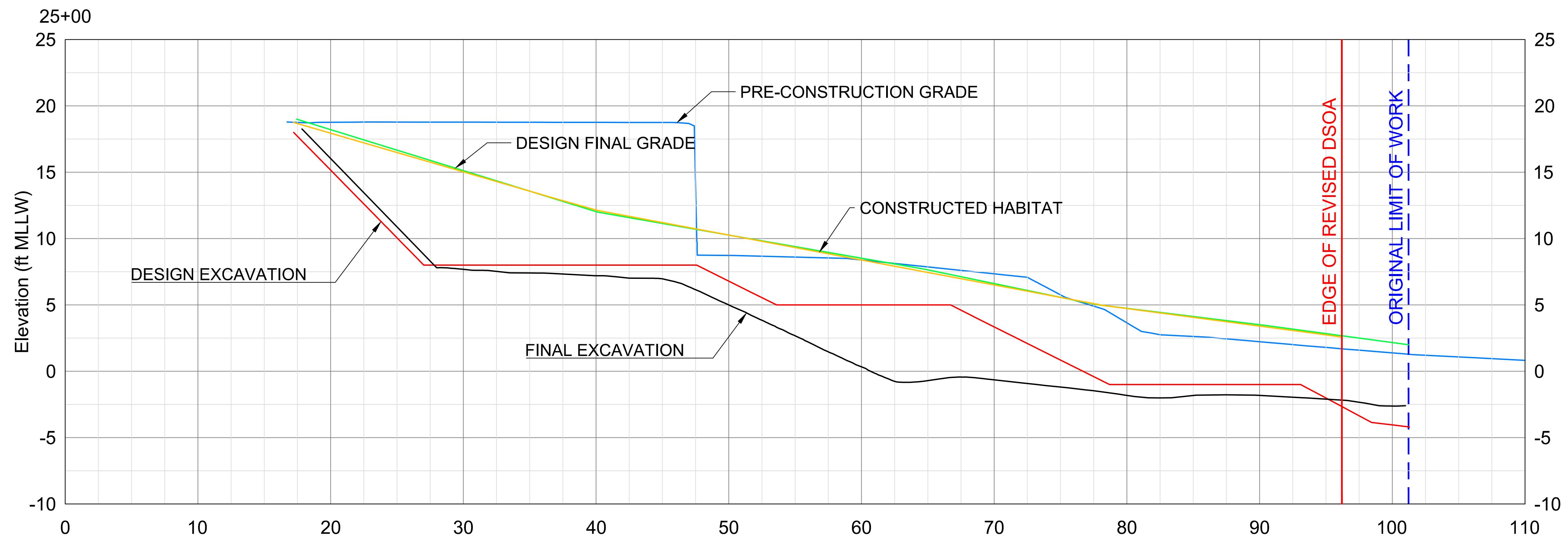
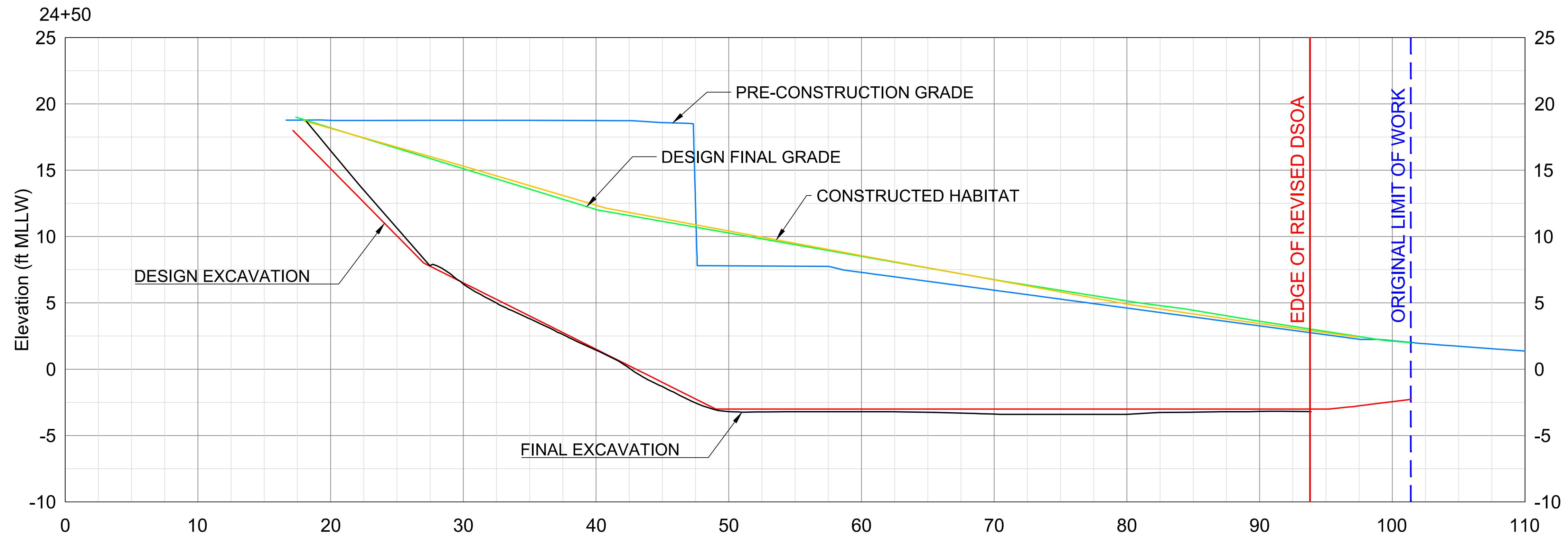
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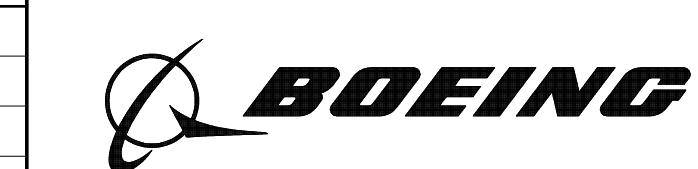


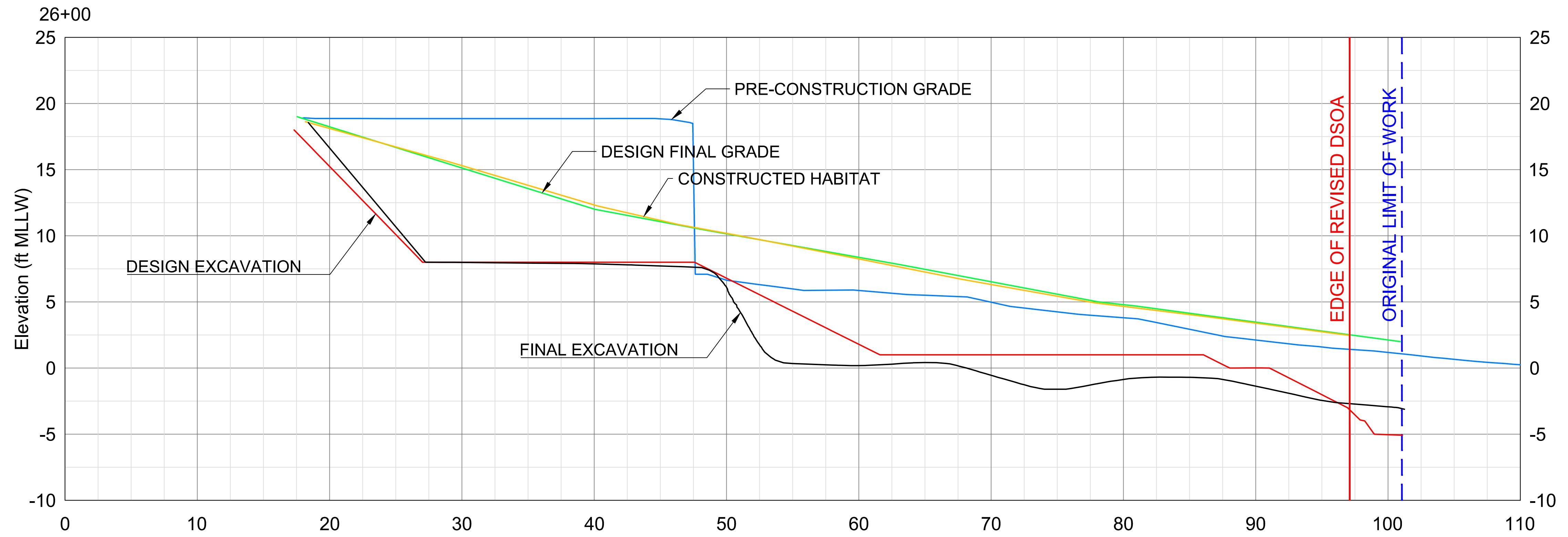
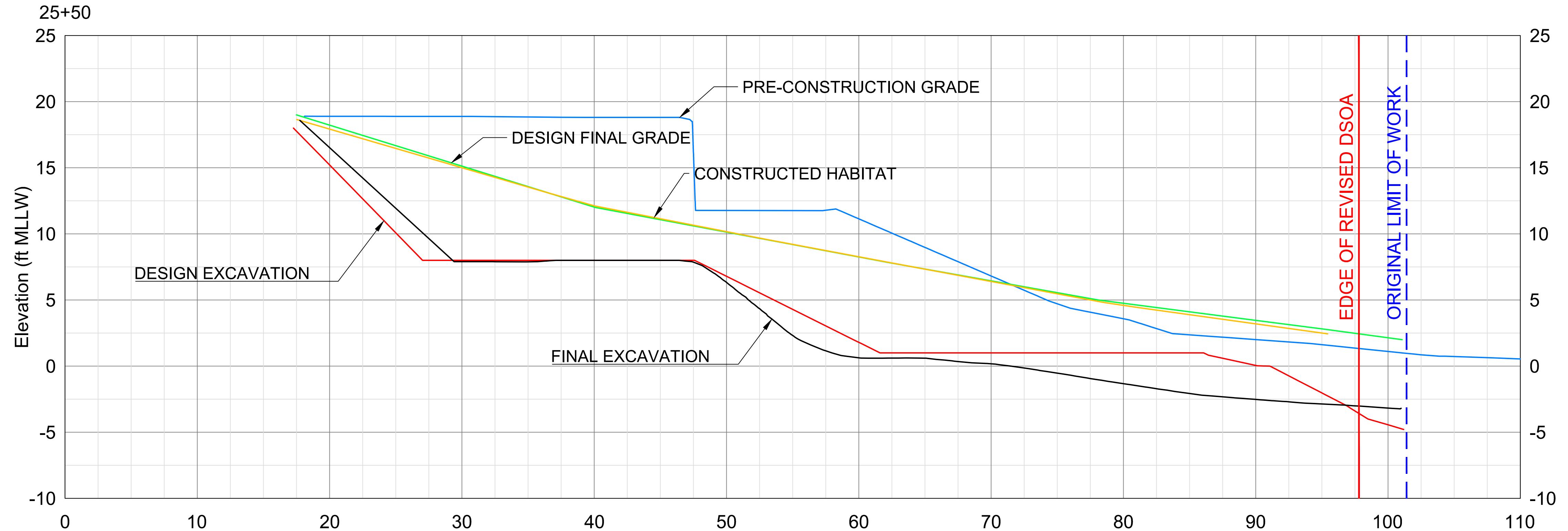


- PRE-CONSTRUCTION GRADE
- DESIGN EXCAVATION
- FINAL EXCAVATION
- DESIGN FINAL GRADE
- CONSTRUCTED HABITAT

Elevation Datum: 0=MLLW

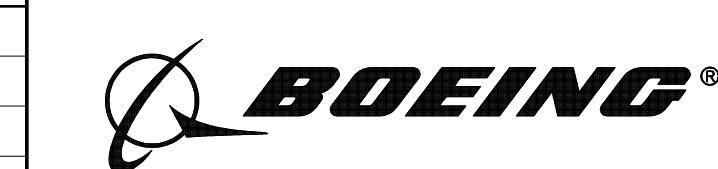
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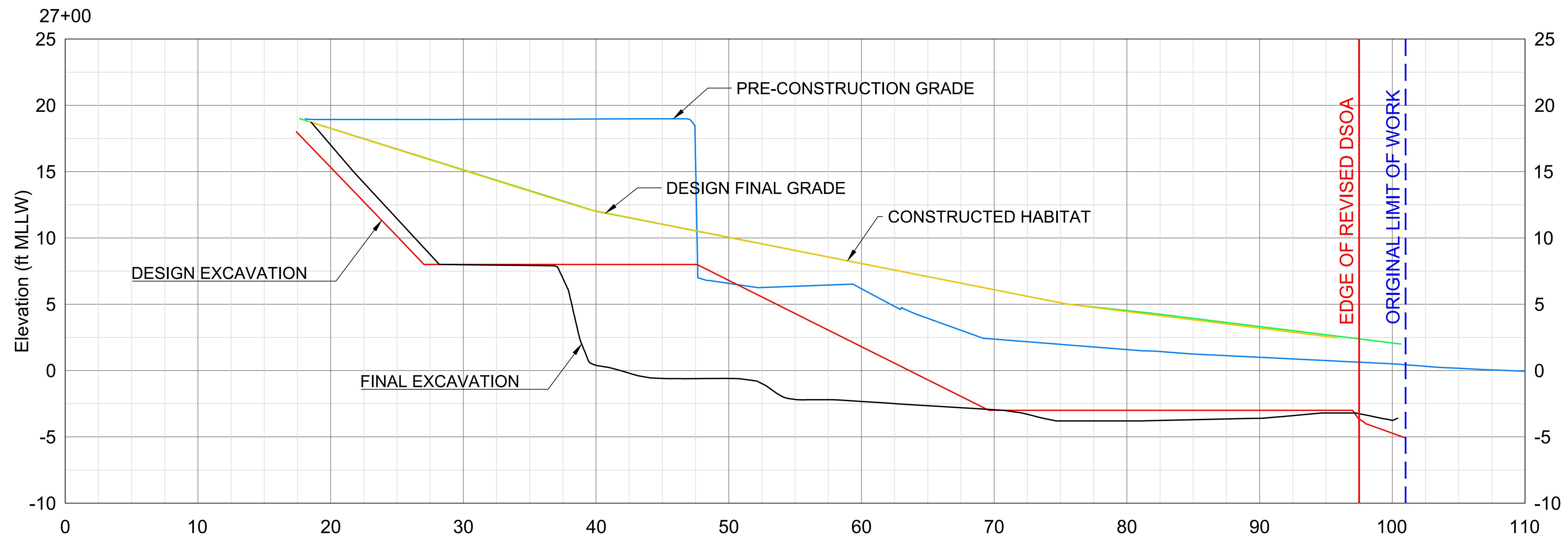
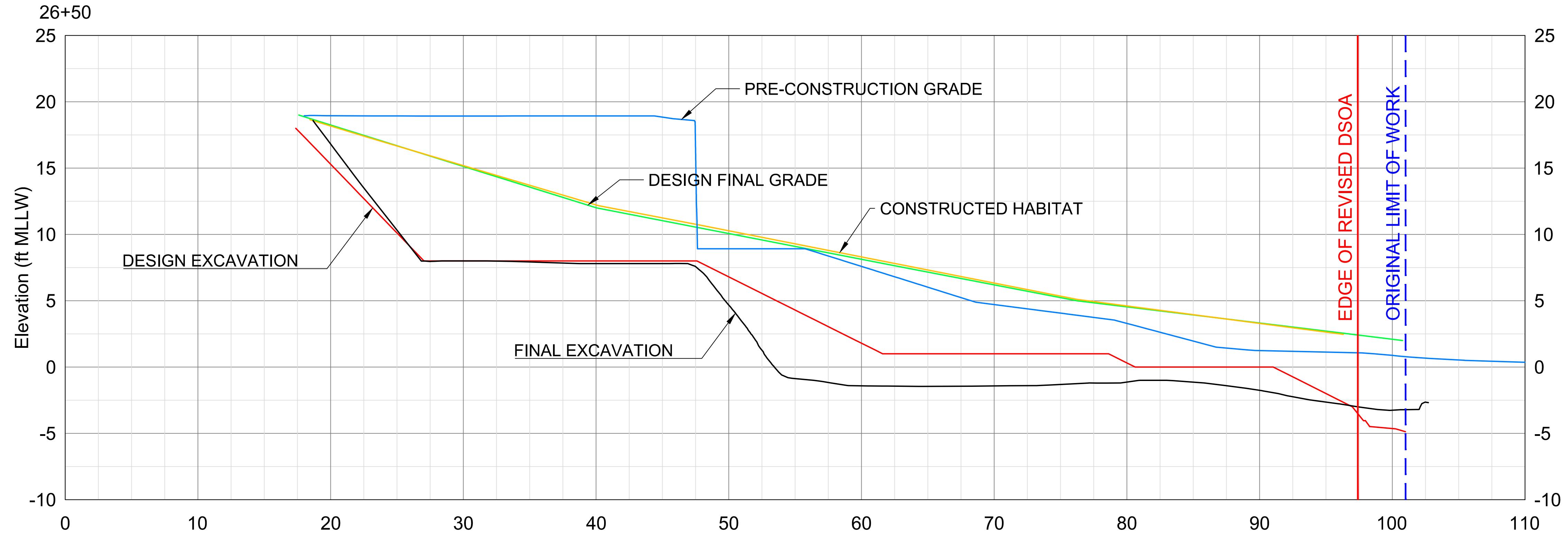




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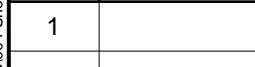




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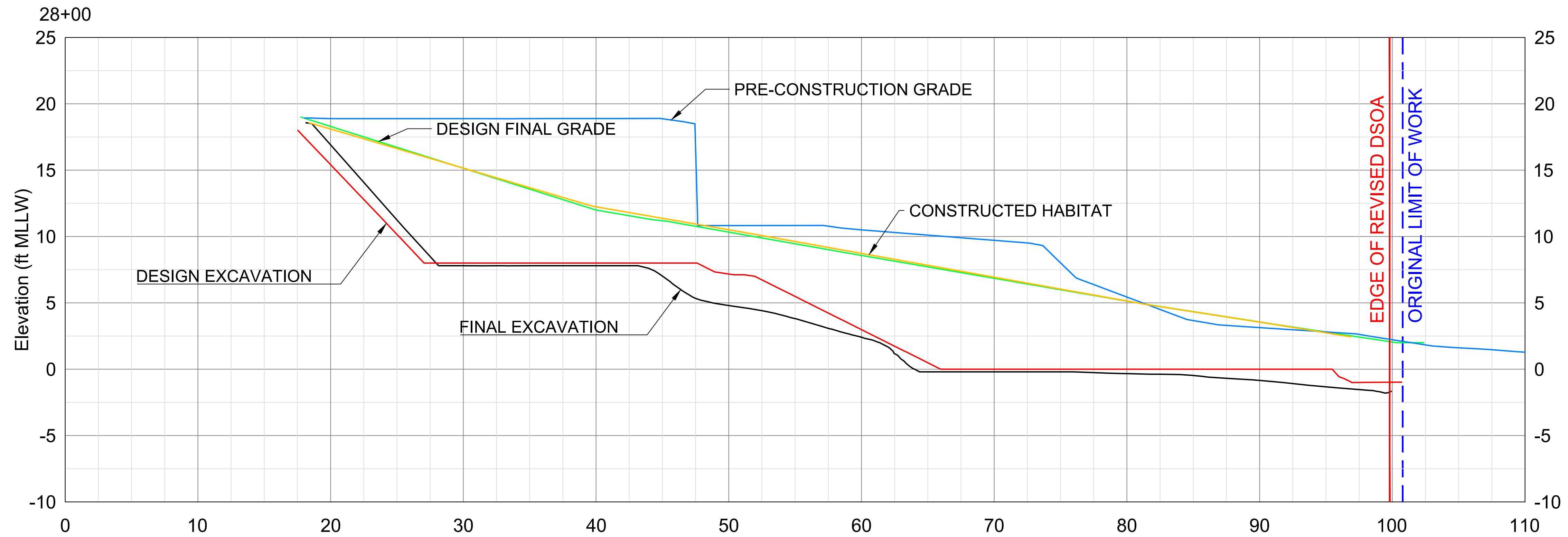
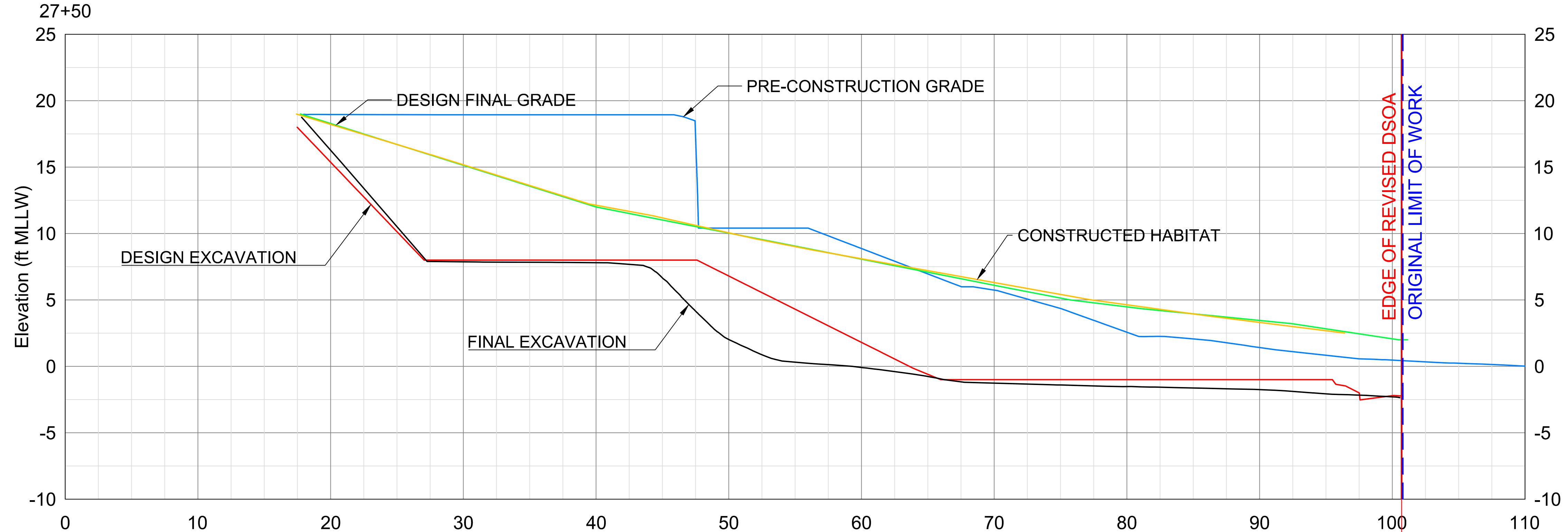
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										CHECKED						
										APPROVED						
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**AS-BUILT CROSS SECTIONS**

 **BOEING®**

**BOEING PLANT 2**  
**SOUTH SHORELINE AREA**

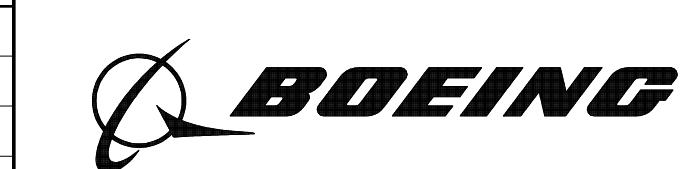
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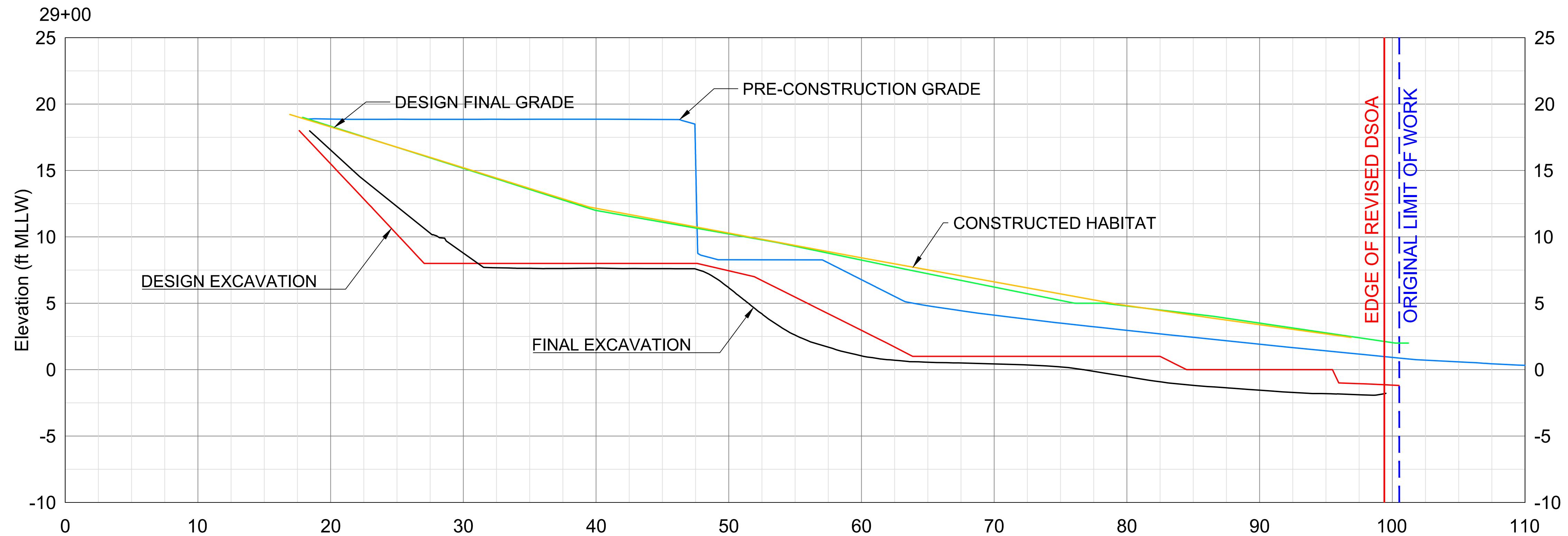
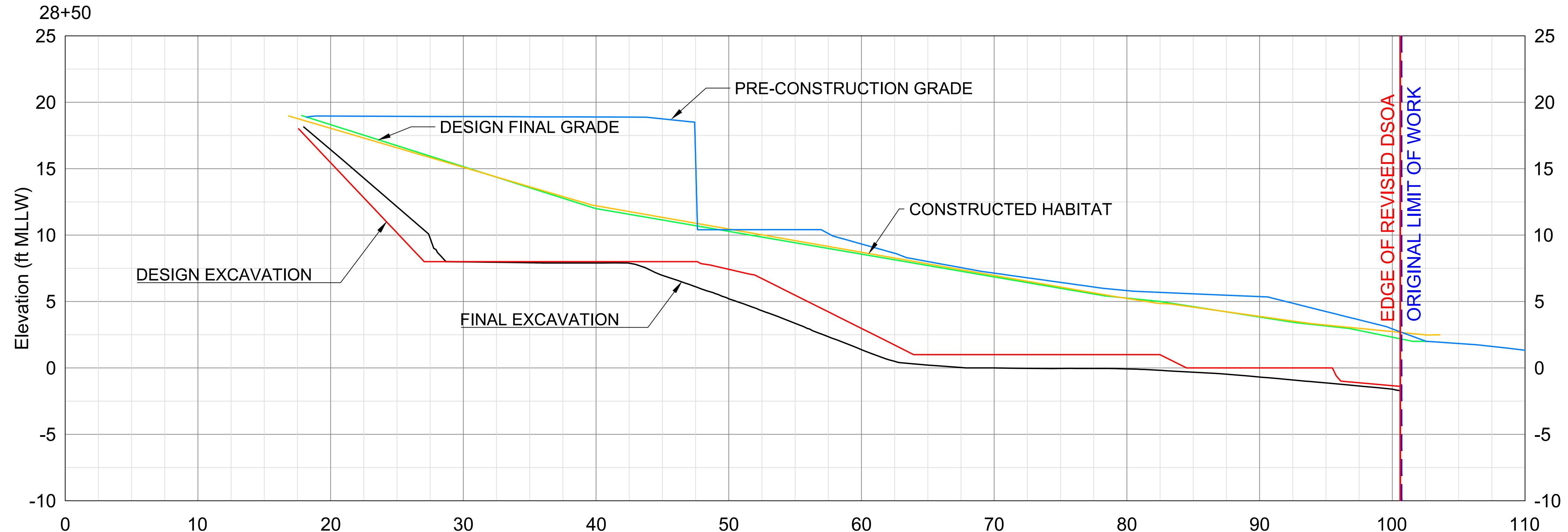


- PRE-CONSTRUCTION GRADE
- DESIGN EXCAVATION
- FINAL EXCAVATION
- DESIGN FINAL GRADE
- CONSTRUCTED HABITAT

Elevation Datum: 0=MLLW

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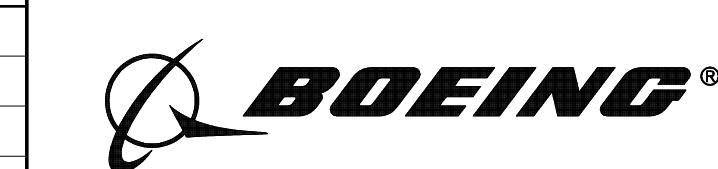


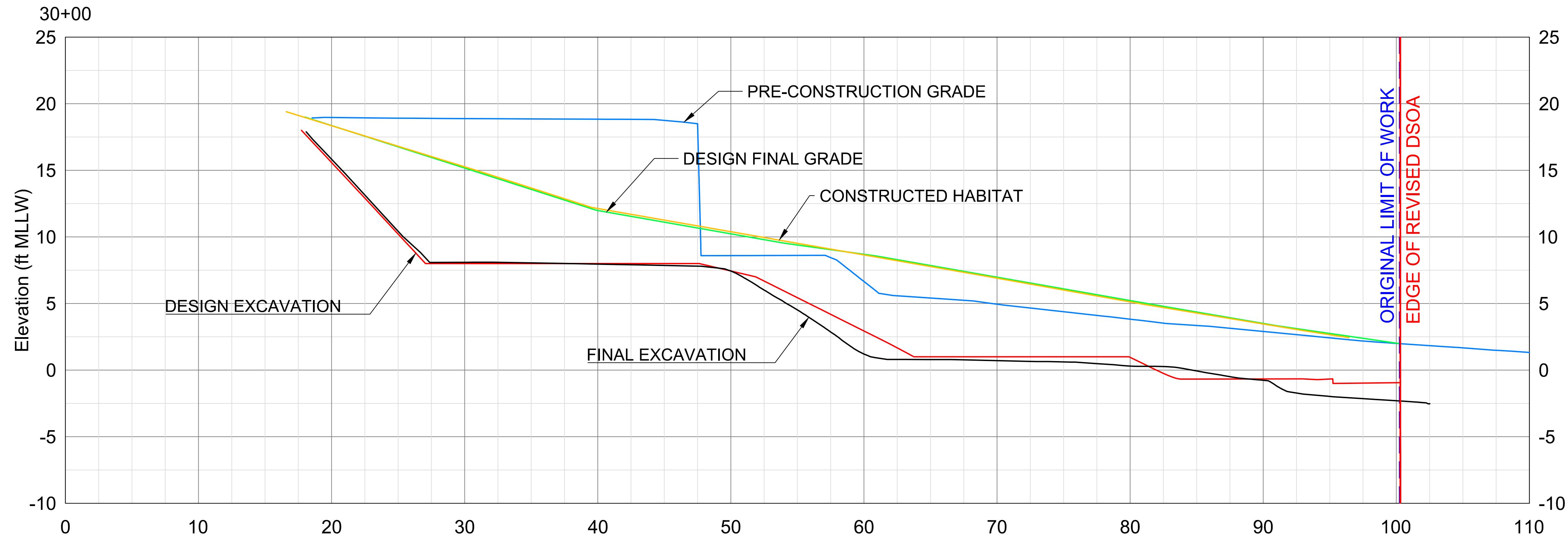
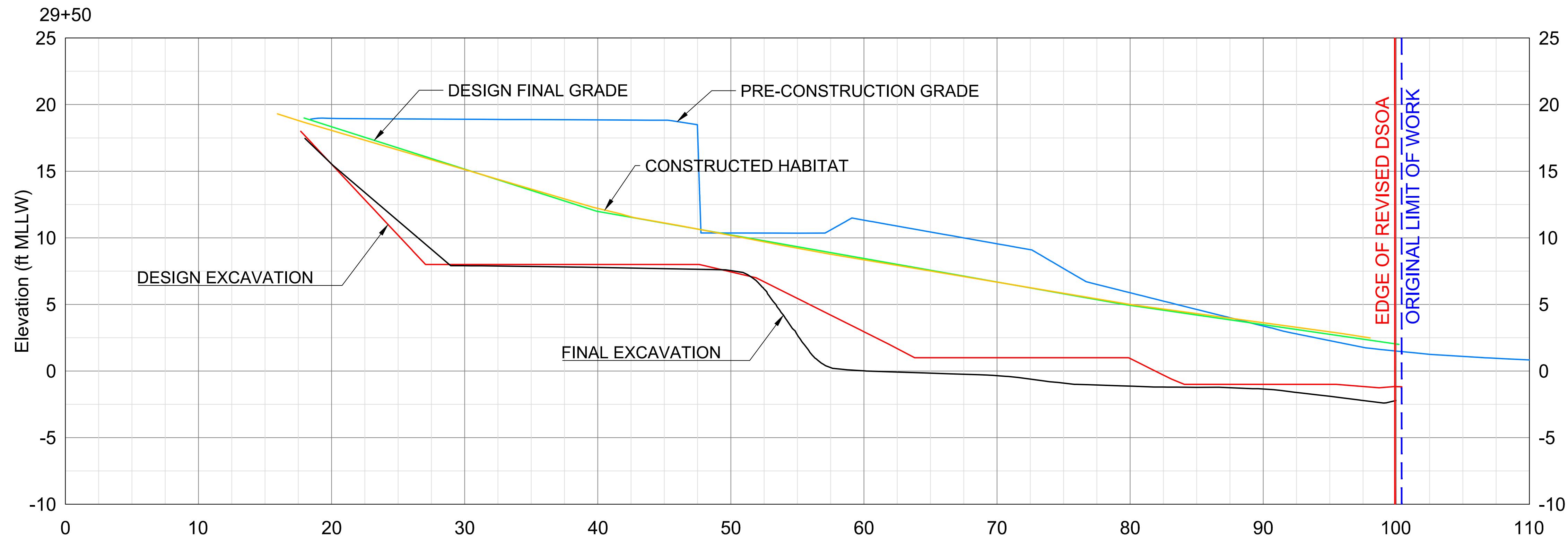


- PRE-CONSTRUCTION GRADE
- DESIGN EXCAVATION
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- DESIGN FINAL GRADE
- CONSTRUCTED HABITAT

Elevation Datum: 0=MLLW

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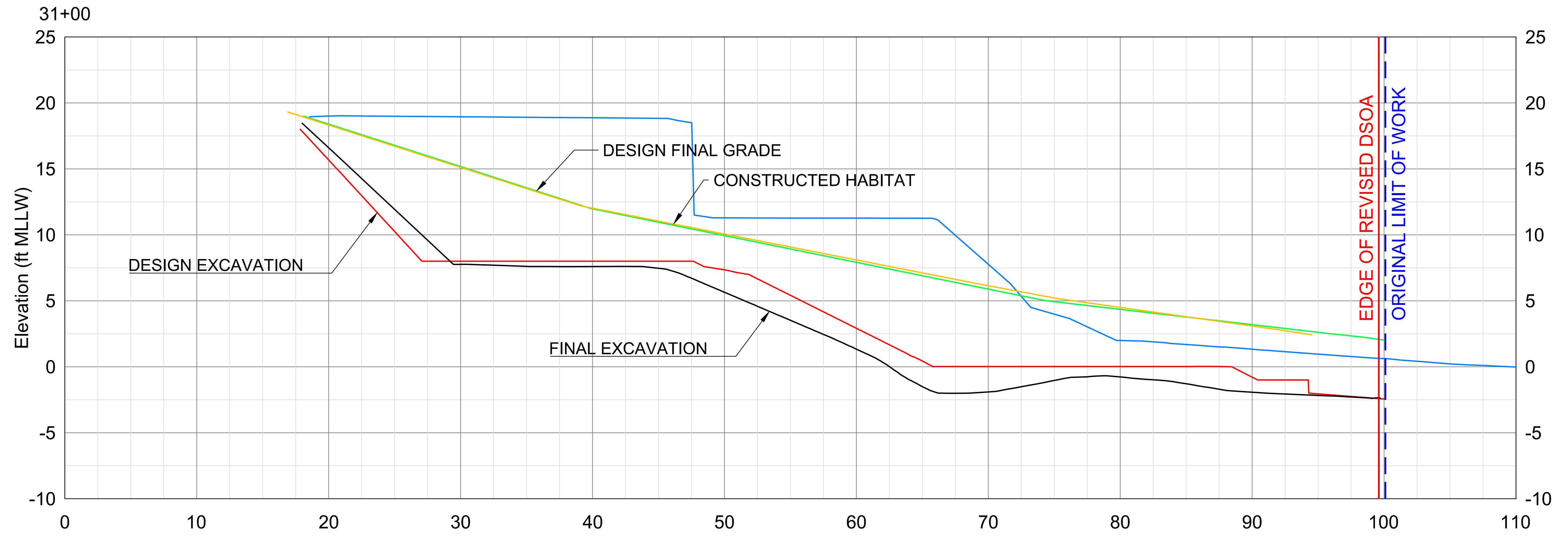
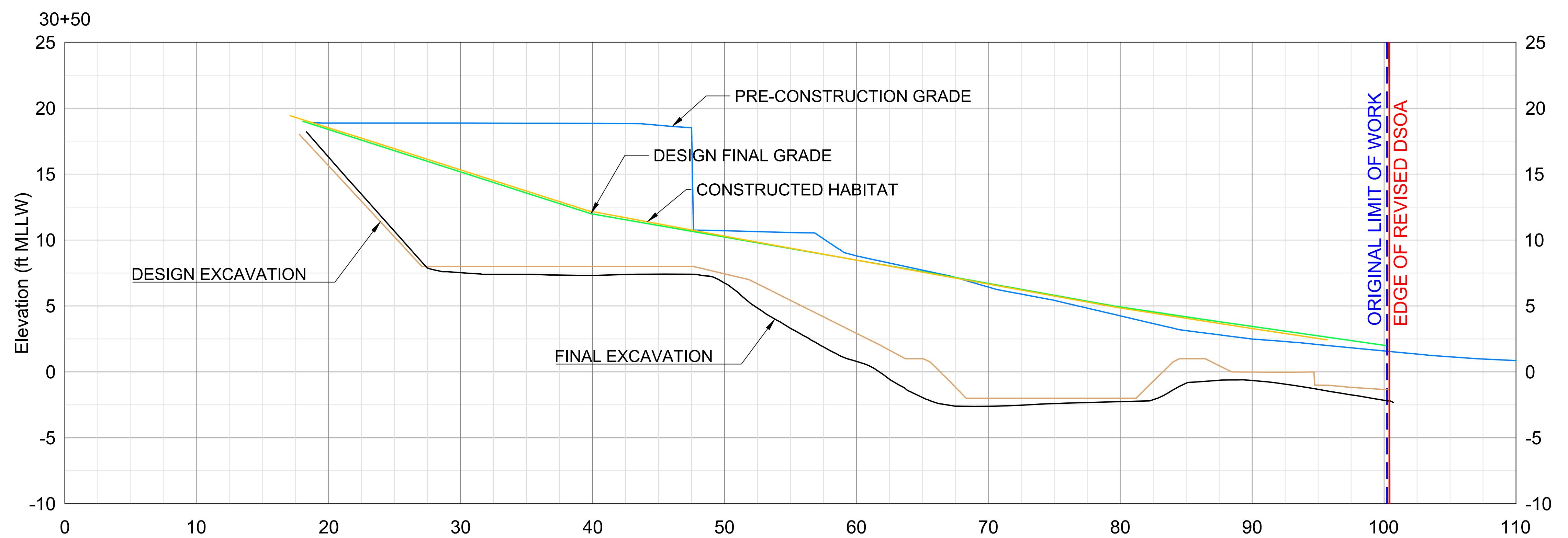


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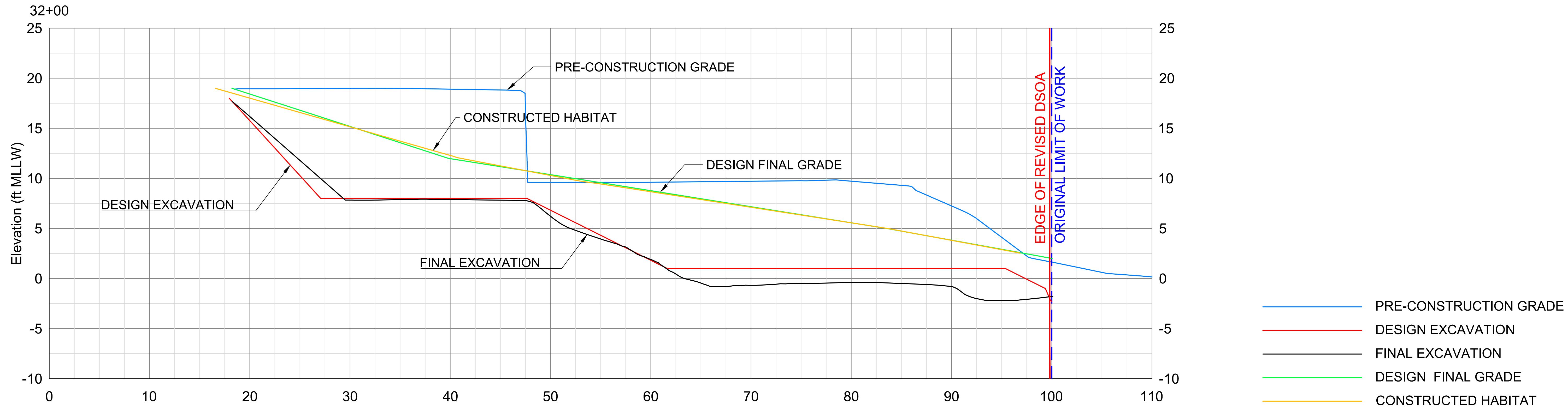
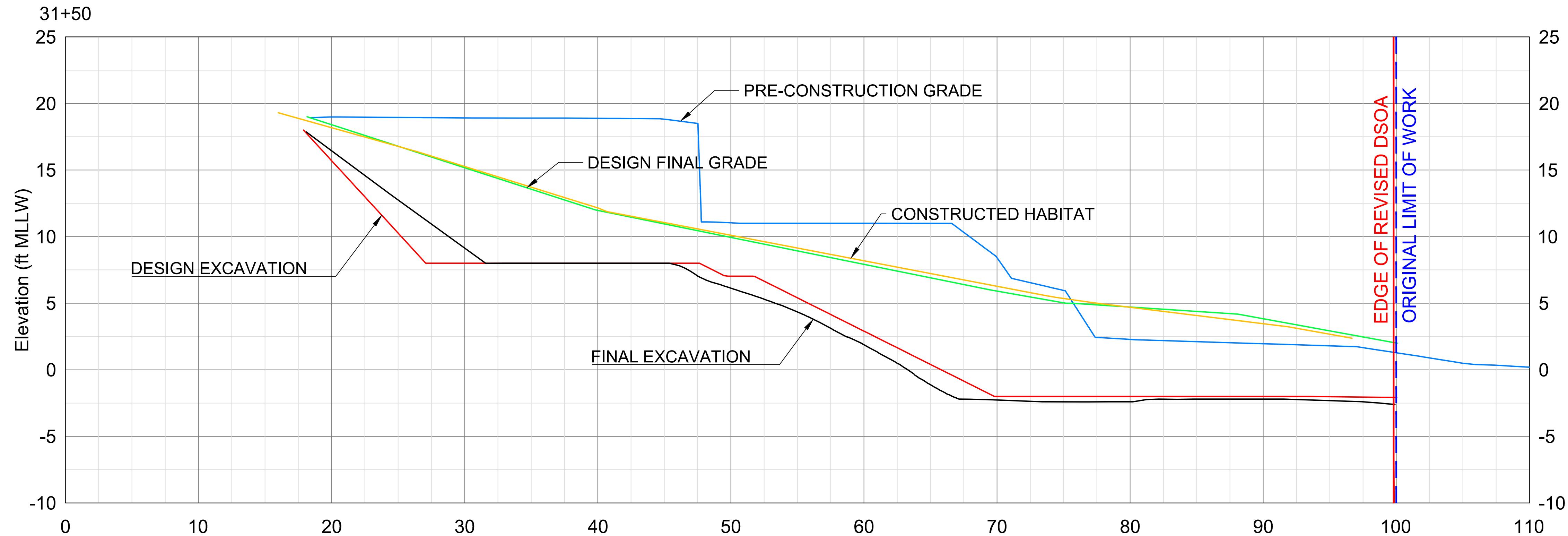


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2																						JOB NO.	0131320050	COMP NO.



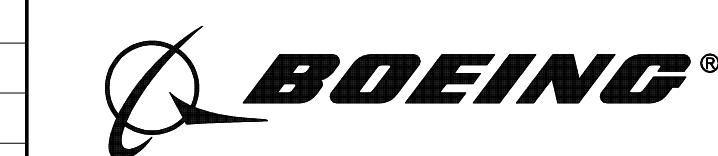
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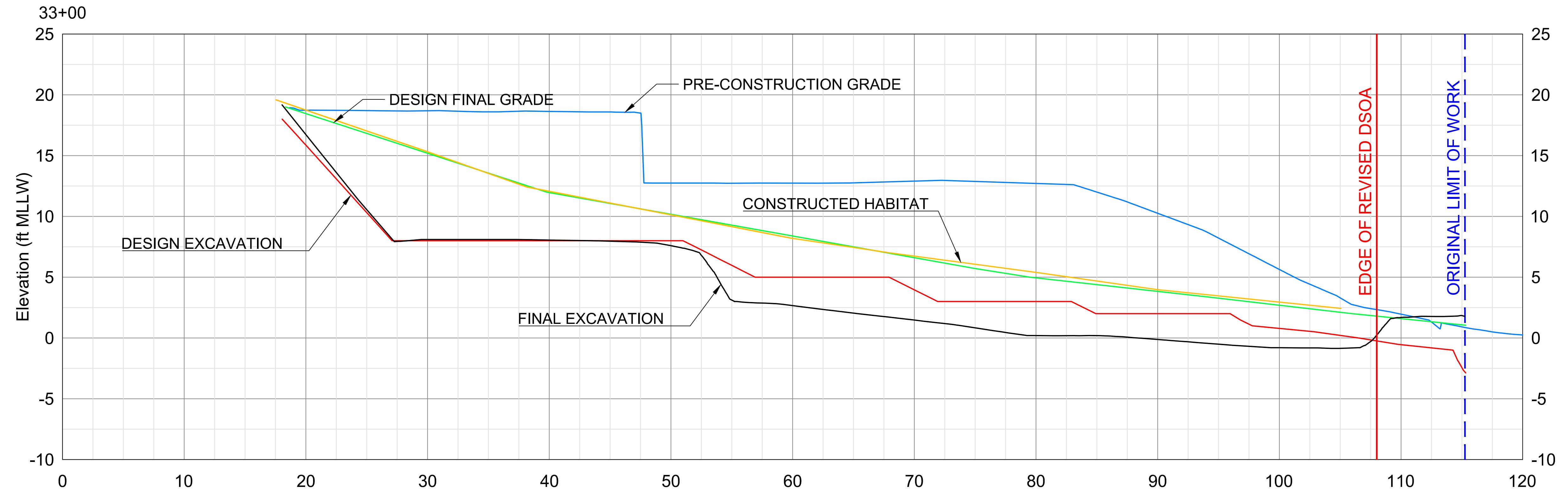
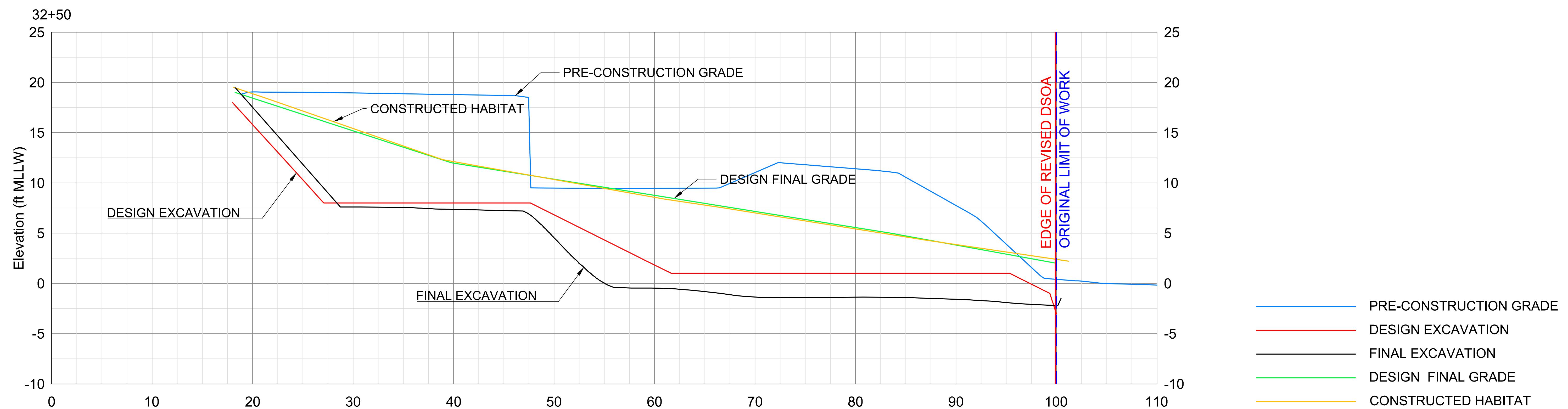
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										 BOEING <sup>®</sup>						
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										0131320050						
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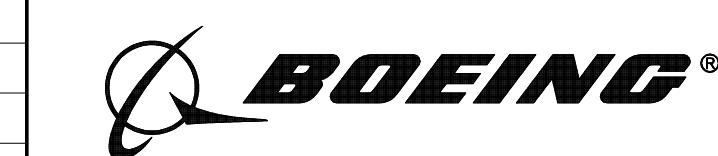
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														SOUTH SHORELINE AREA			
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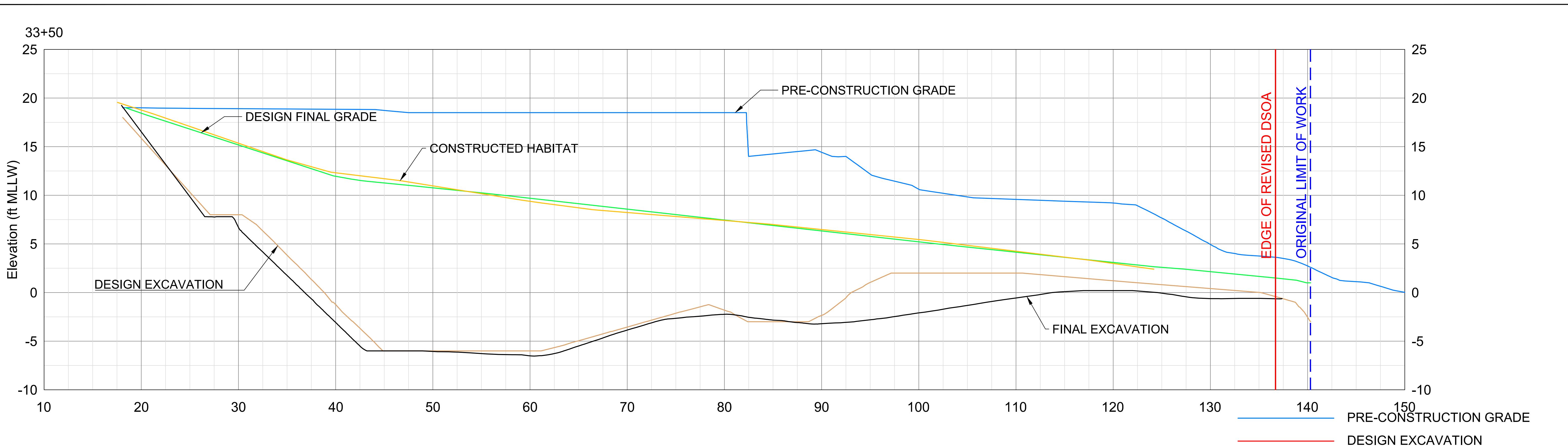


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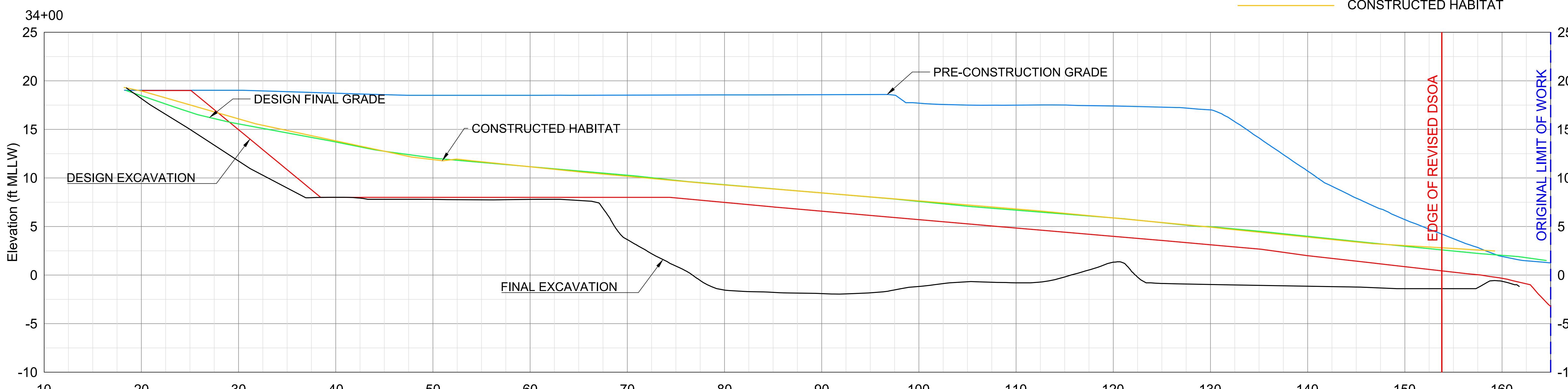
BOEING PLANT 2  
SOUTH SHORELINE AREA

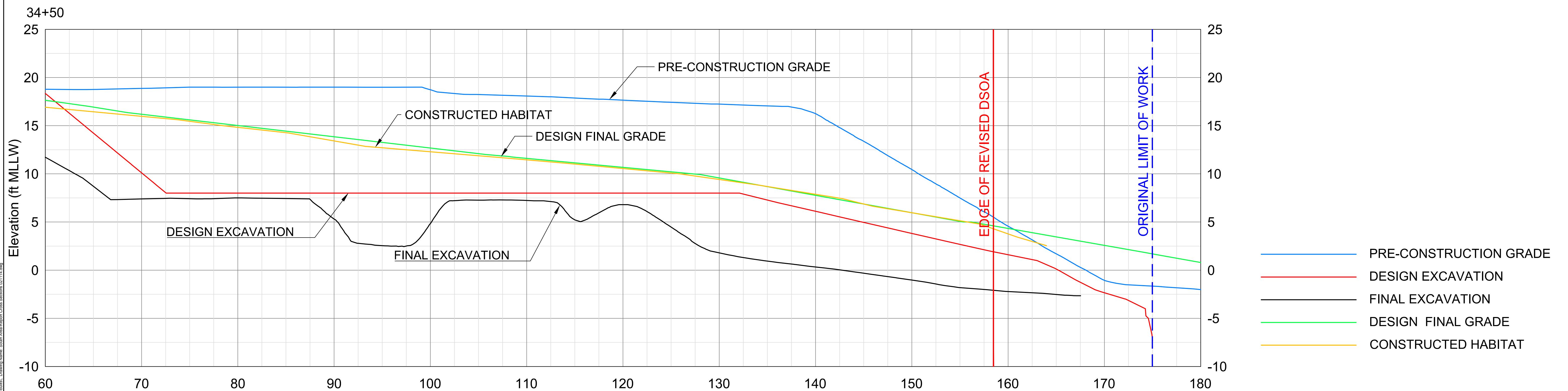
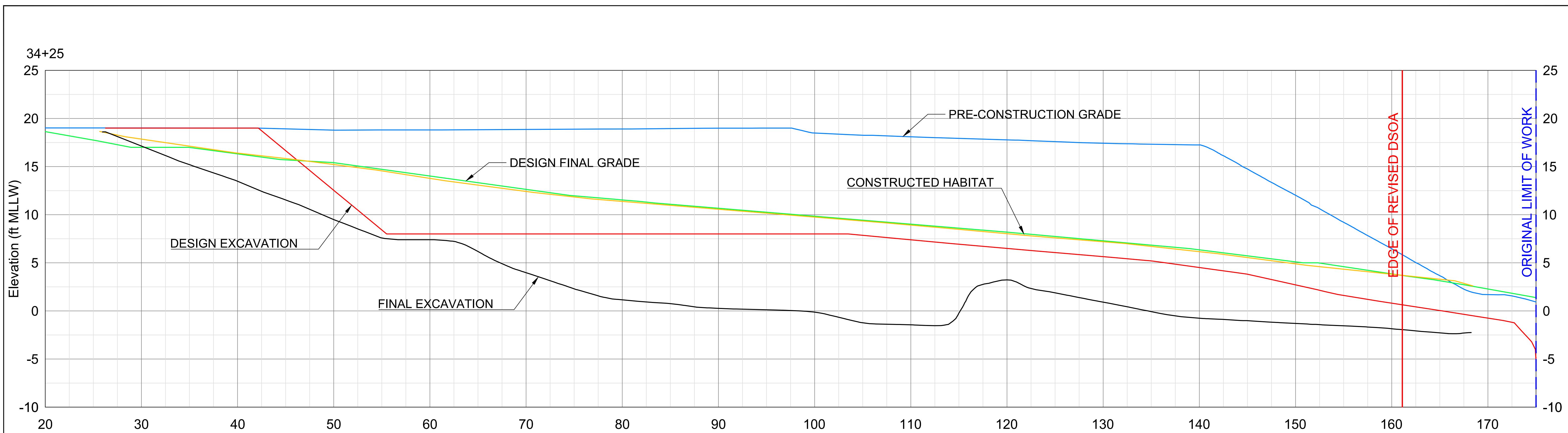
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X-J	0131320050	

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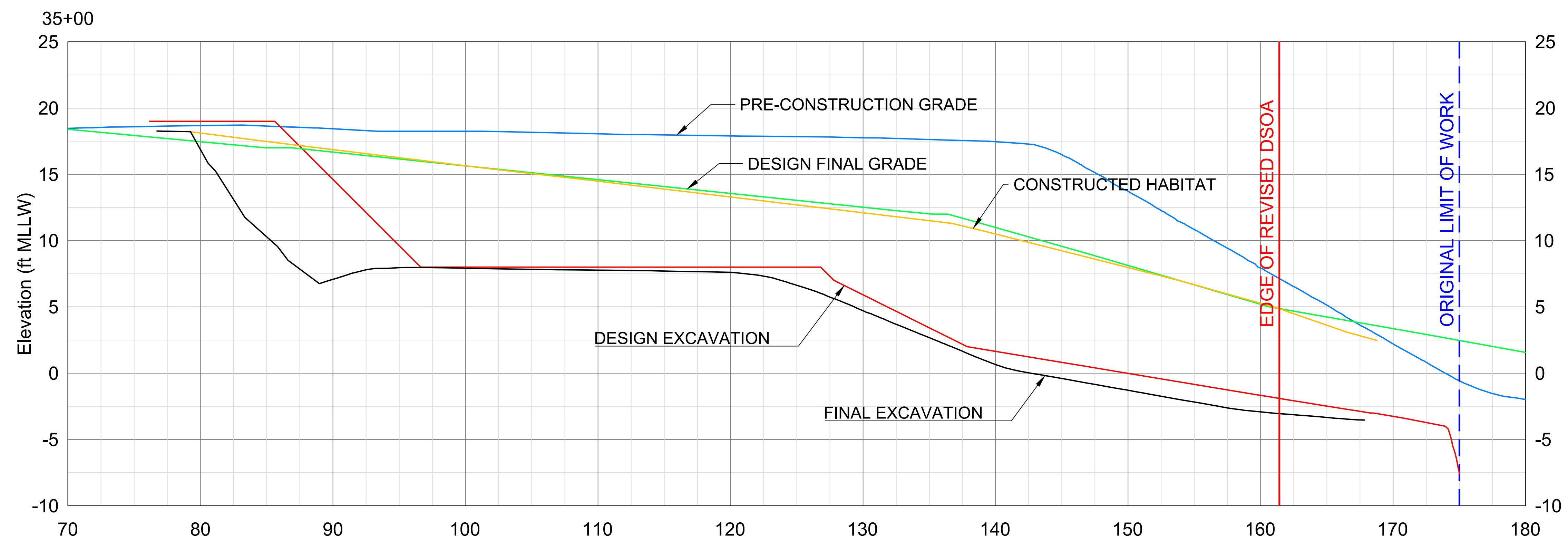
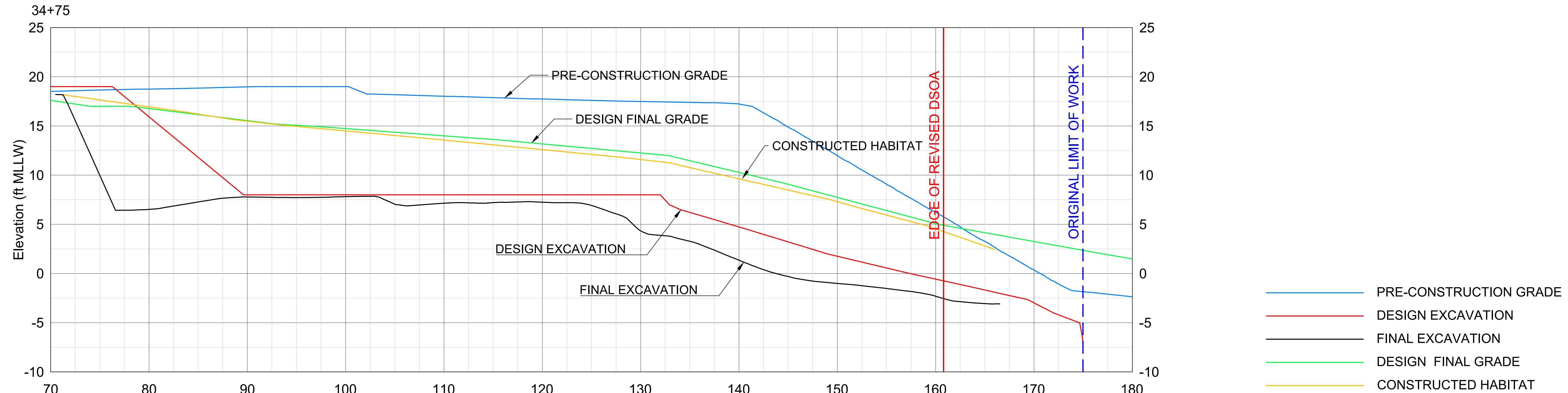




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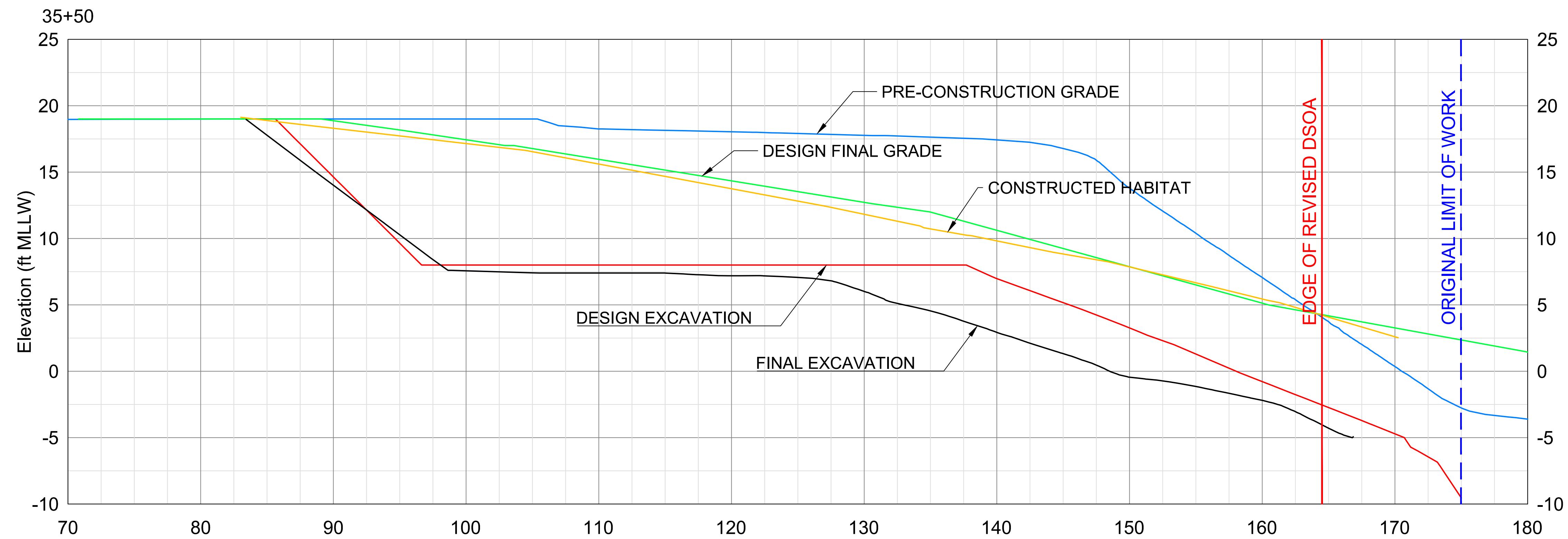
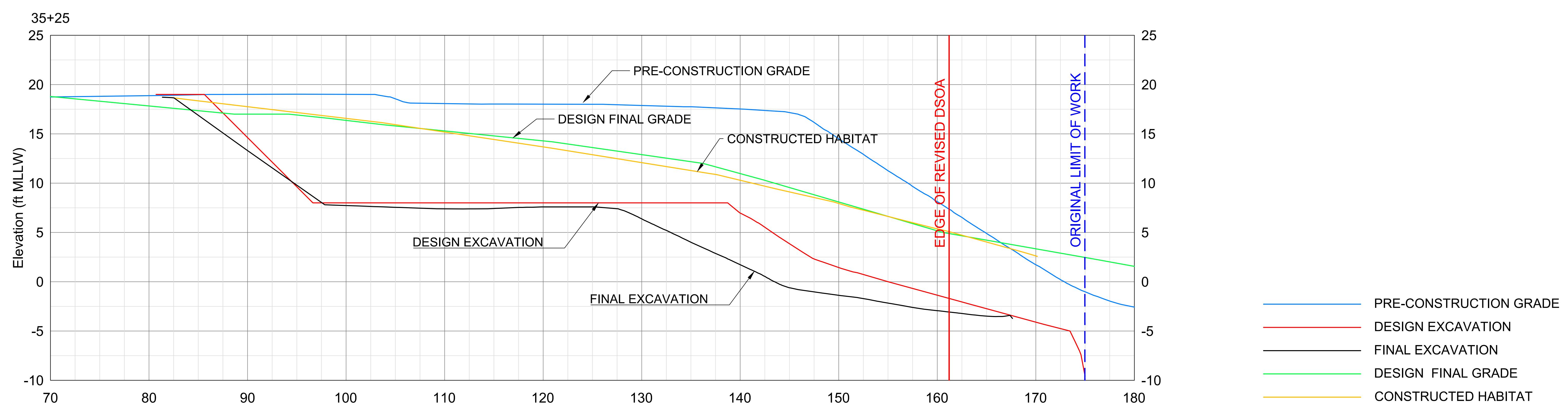
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	BY	APPROVED	DATE	BY	APPROVED		BY	APPROVED	DATE	APPROVED BY	DEPT.		APPROVED	DEPT.	DATE			TITLE	BOEING PLANT 2 SOUTH SHORELINE AREA				
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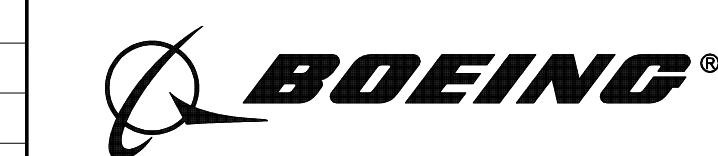
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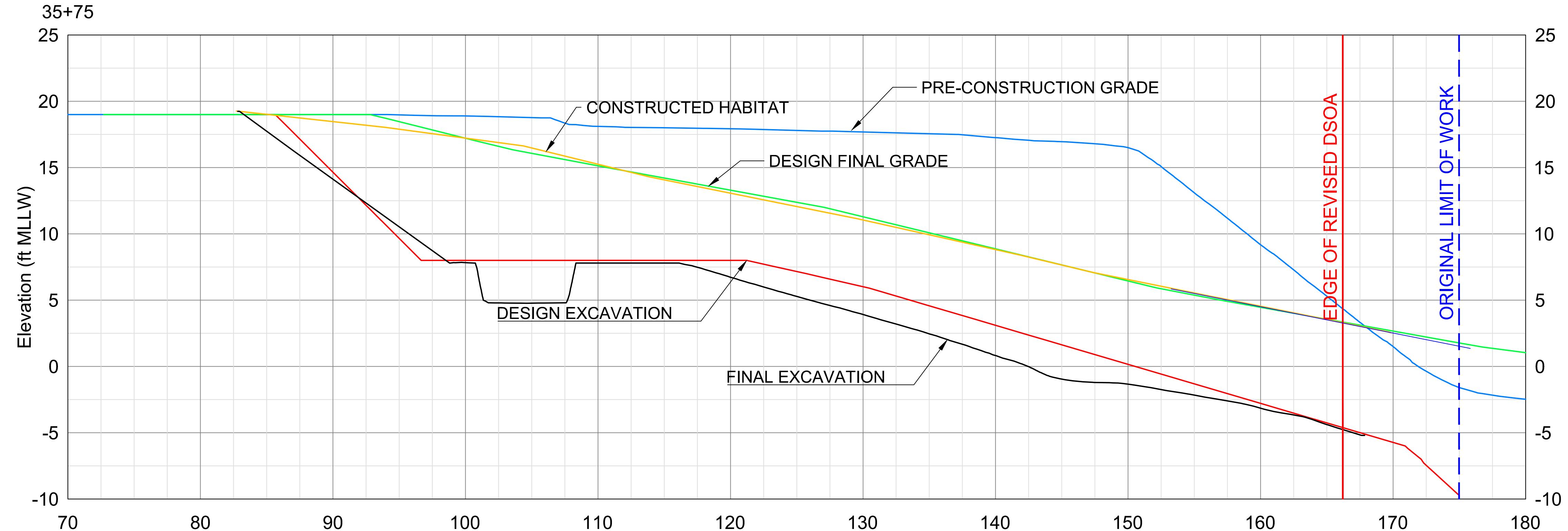
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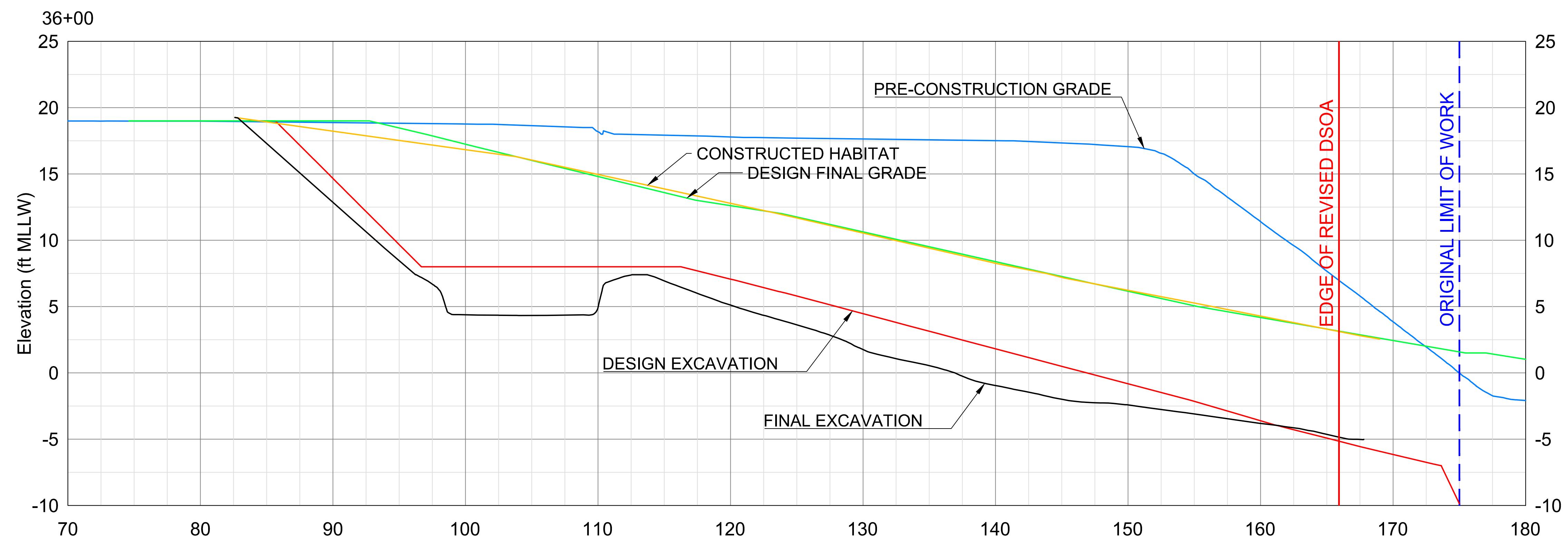
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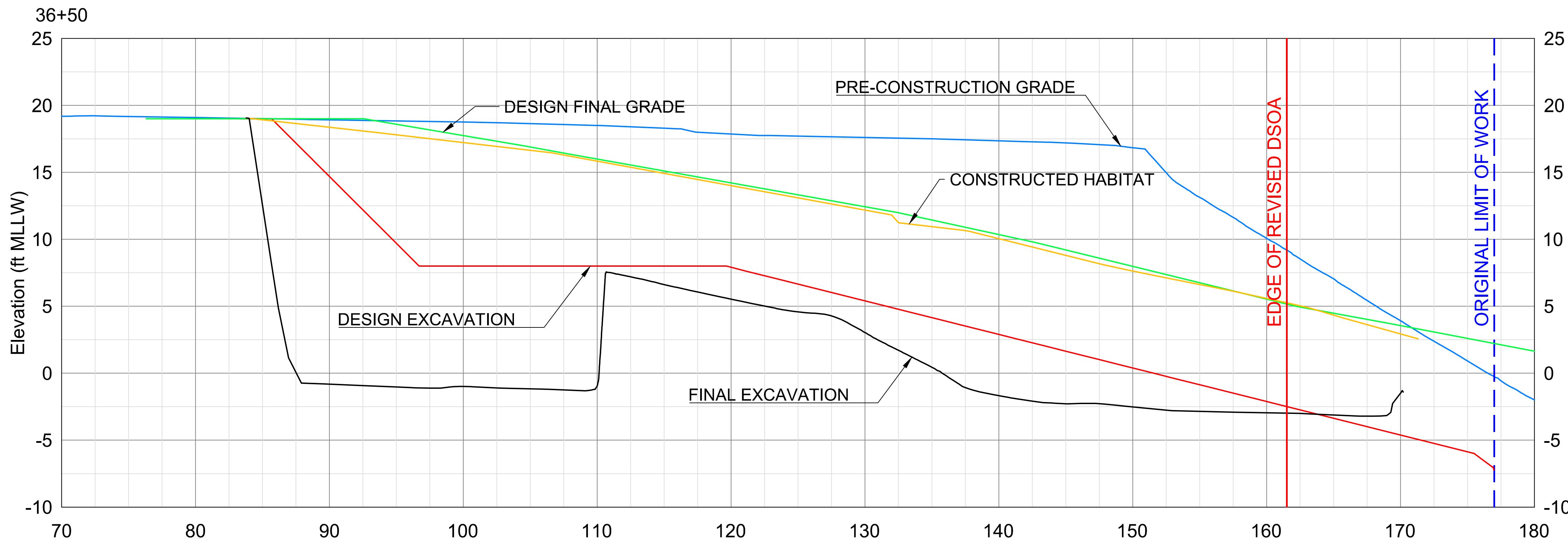
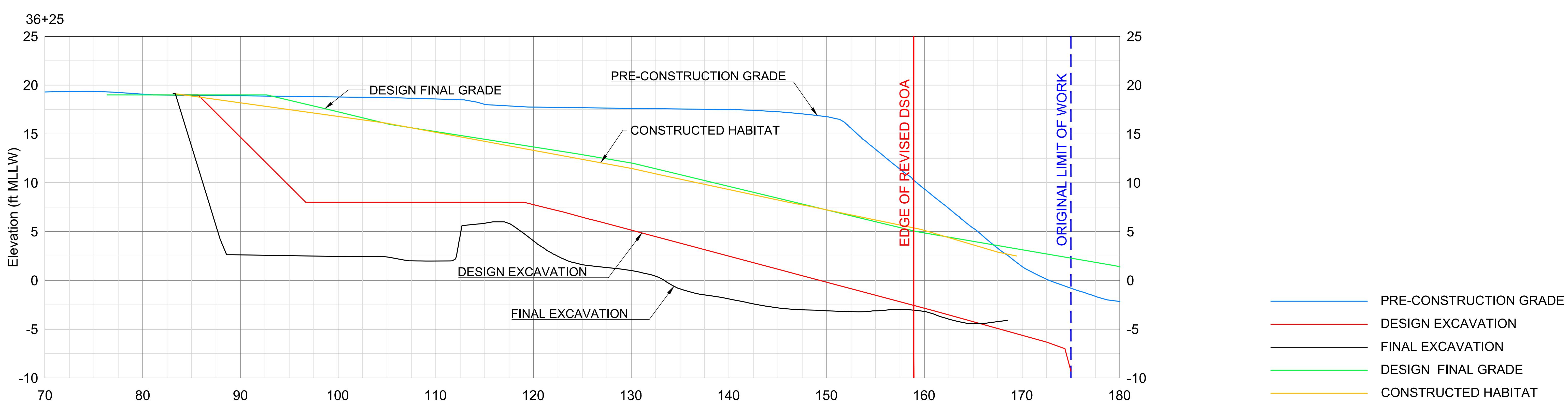
PRE-CONSTRUCTION GRADE
DESIGN EXCAVATION
FINAL EXCAVATION
DESIGN FINAL GRADE
CONSTRUCTED HABITAT



Elevation Datum: 0=MLLW

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Elevation Datum: 0=MLLW

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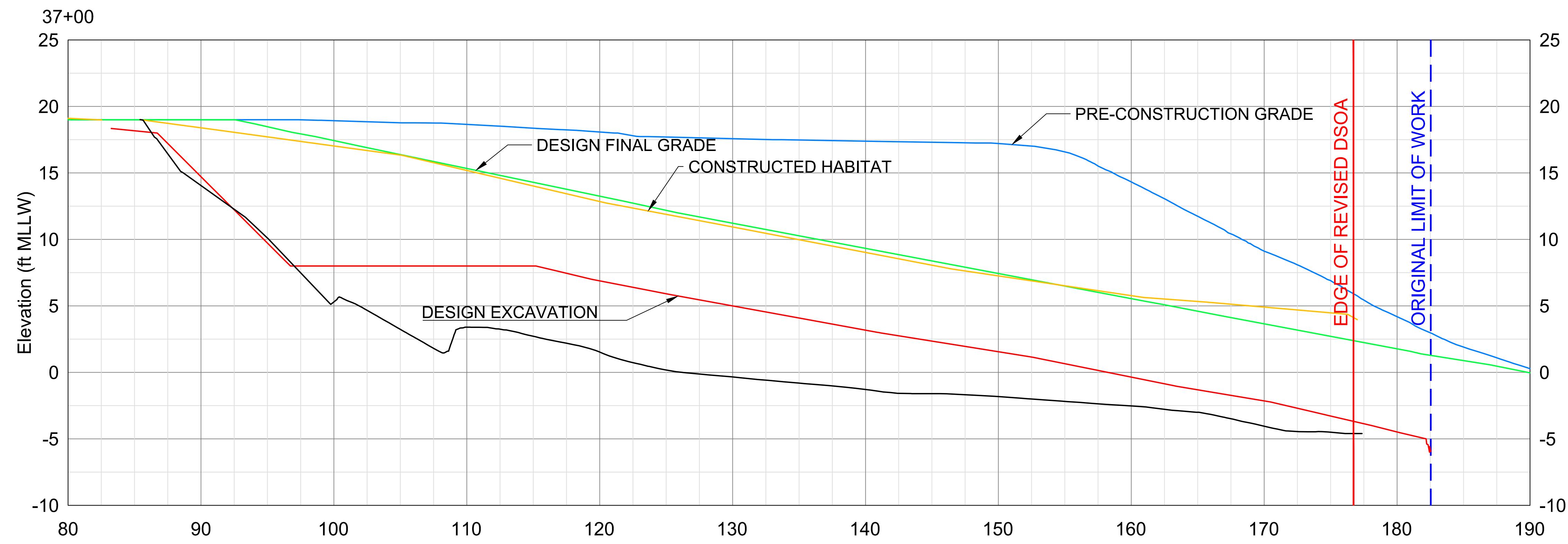
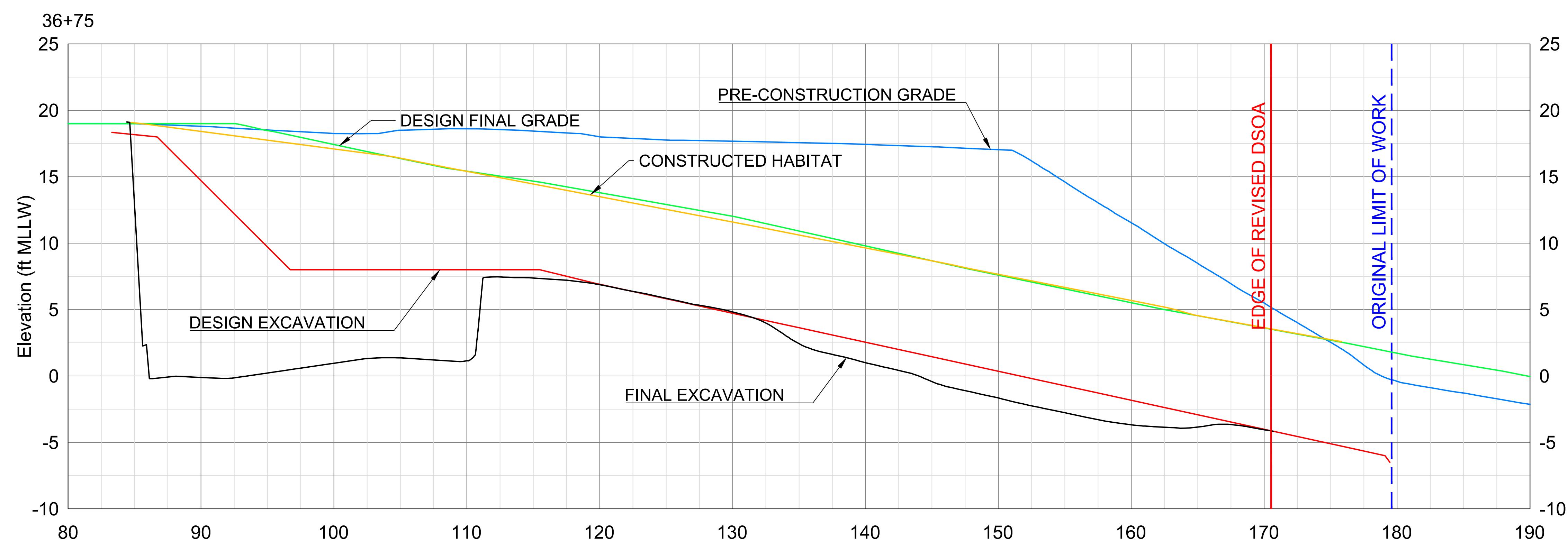
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SOUTH SHORELINE AREA**

SHEET **X-P**

JOB NO. **0131320050**

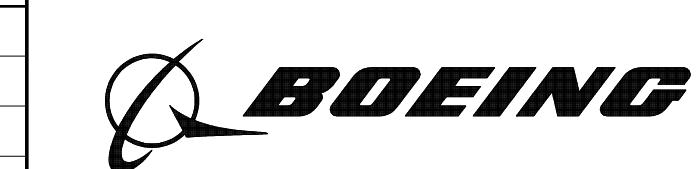
COMP NO.

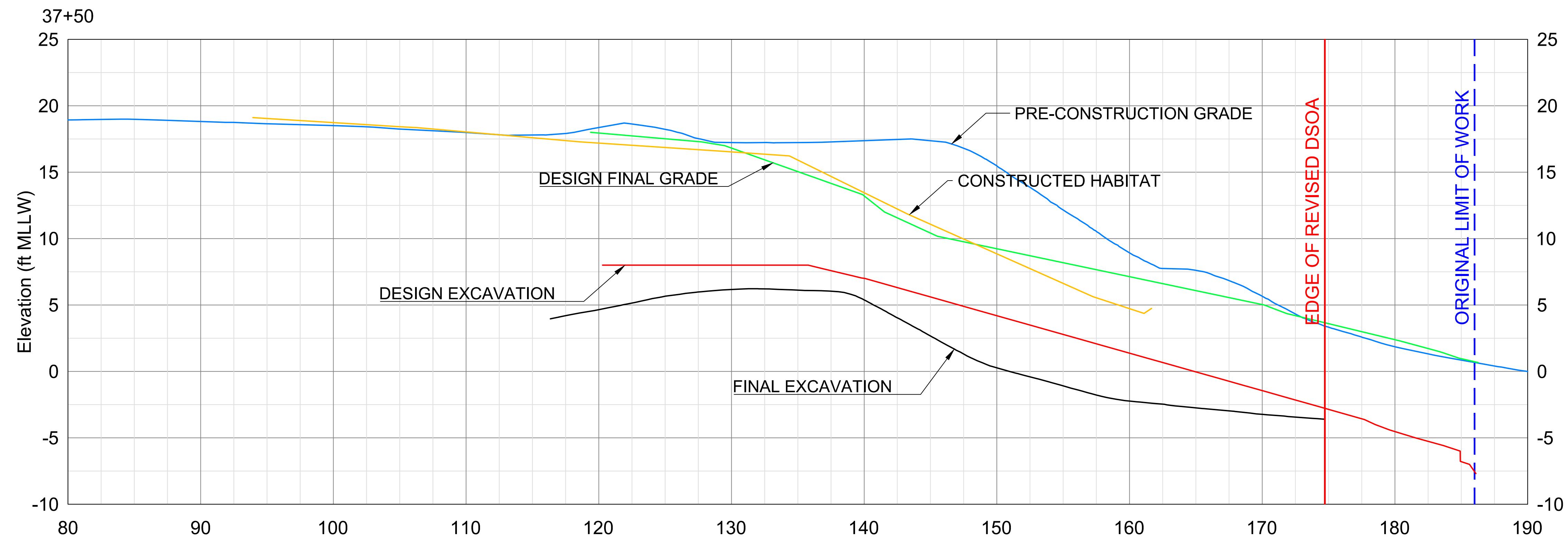
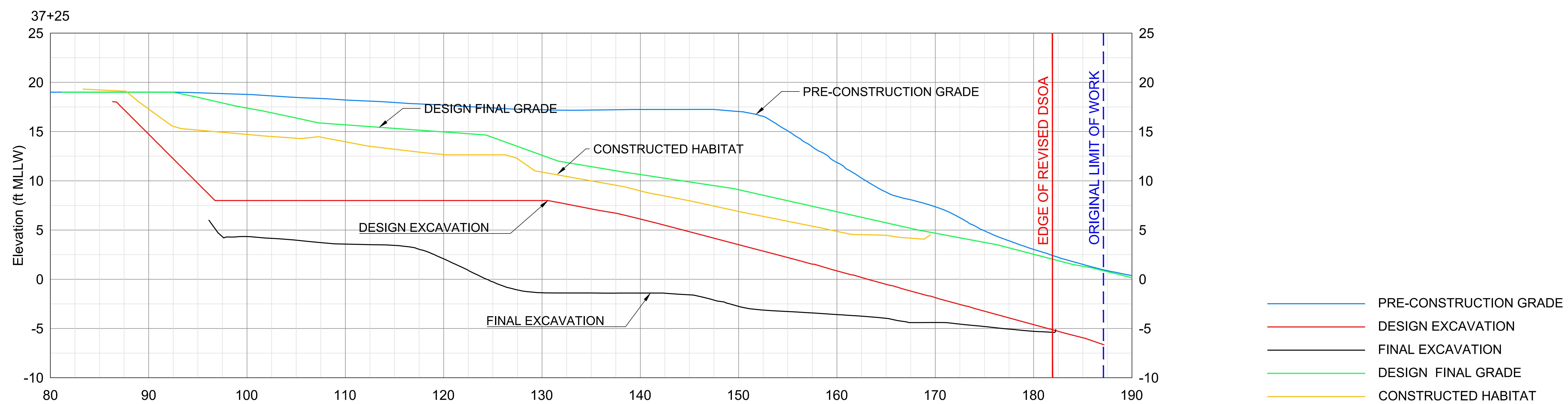
DWG NO.



Elevation Datum: 0=MLLW

SYM	REVISION	BY	APPROVED	DATE	SYM	REVISION	BY	APPROVED	DATE	ACCEPTABILITY	DRAWN	GSM	DATE	SUBTITLE	CURRENT REVISION	SYMBOL	DATE
1					2					THIS DESIGN AND/OR SPECIFICATION IS APPROVED	CHECKED	CHECKED	08/22/13	AS-BUILT CROSS SECTIONS	X-Q		02/11/14
										APPROVED BY	DEPT.	DATE		TITLE			
														BOEING PLANT 2			
														SOUTH SHORELINE AREA	JOB NO.	0131320050	
															COMP. NO.		
															DWG NO.		





Elevation Datum: 0=MLLW

SYM	REVISION	BY	APPROVED	DATE	SYM	REVISION	BY	APPROVED	DATE	ACCEPTABILITY THIS DESIGN AND/OR SPECIFICATION IS APPROVED			DRAWN GSM CHECKED	DATE 08/22/13	SUBTITLE	CURRENT REVISION	SYMBOL	DATE
1										APPROVED BY	DEPT.	DATE	ENGINEER		AS-BUILT CROSS SECTIONS			02/11/14
2										CHECKED			APPROVED		TITLE	BOEING PLANT 2		
										APPROVED			APPROVED			SOUTH SHORELINE AREA	X-R	
															JOB NO.	0131320050	COMP NO.	
															DWG NO.			

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**APPENDIX H**

Archaeological Monitoring Program Synopsis – Construction Season 2

# CULTURAL RESOURCES REPORT COVER SHEET

Author: Cooper, Jason B.

Title of Report: Archaeological Monitoring Program Synopsis Construction Season 2:  
Duwamish Sediment Other Area and Southwest Bank Corrective Measure and Habitat  
Project, Boeing Plant 2, Seattle/Tukwila, Washington

Date of Report: February 2014

County: King Sections: 29, 32, and 33 Township: 24 North Range: 4 East

Quad: Seattle South Acres: \_\_\_\_\_

PDF of report submitted (REQUIRED)  Yes

Historic Property Inventory Forms to be Approved Online?  Yes  No

Archaeological Site(s)/Isolate(s) Found or Amended?  Yes  No

TCP(s) found?  Yes  No

Replace a draft?  Yes  No

Satisfy a DAHP Archaeological Excavation Permit requirement?  Yes # \_\_\_\_\_  No

Were Human Remains Found?  Yes DAHP Case # \_\_\_\_\_  No

DAHP Archaeological Site #:

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**ARCHAEOLOGICAL MONITORING PROGRAM SYNOPSIS  
CONSTRUCTION SEASON 2**

Duwamish Sediment Other Area and Southwest Bank  
Corrective Measure and Habitat Project  
Boeing Plant 2  
Seattle/Tukwila, Washington

*by Jason B. Cooper, M.A., RPA*

**AMEC Environment & Infrastructure, Inc.**  
11810 North Creek Parkway N  
Bothell, Washington 98011  
(425) 368-1000

May 2014

Project 0131320090

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## FIGURES

Figure 1 Project Components

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## **ARCHAEOLOGICAL MONITORING PROGRAM SYNOPSIS CONSTRUCTION SEASON 2**

Duwamish Sediment Other Area and Southwest Bank  
Corrective Measure and Habitat Project  
Boeing Plant 2  
Seattle/Tukwila, Washington

by Jason B. Cooper, M.A., RPA

AMEC Environment & Infrastructure, Inc. (AMEC), was retained by The Boeing Company (Boeing) to develop an *Archaeological Work Plan* (AMEC et al., 2012a) for use on the Boeing Plant 2 Duwamish Sediment Other Area (DSOA) Corrective Measure and Habitat Project (Project) located along the Duwamish Waterway in Seattle, Washington (**Figure 1**). This synopsis presents the results of AMEC's work through the end of September 2013. For additional Project details, please refer to the *Final Design Report* (AMEC et al., 2012b) and the *Archaeological Monitoring Program Synopsis Construction Season 1* (AMEC et al., 2013).

### **1.0 ARCHAEOLOGICAL MONITORING PROGRAM**

Under the Archaeological Monitoring Program, AMEC prepared an archaeological monitoring plan (AMP; AMEC et al., 2012a) for use during the Project's government-to-government consultation process. For this Project, the U.S. Environmental Protection Agency (EPA) is considered the lead Federal agency and is ultimately responsible for all formal consultation with participating agencies and Native American tribes. EPA forwarded the AMP to the Muckleshoot Indian Tribe, Suquamish Tribes, and Duwamish Tribe for review and comments.

Prior to Construction Season 1, AMEC followed up EPA's formal consultation effort with informal project coordination meetings with each tribe separately. At these coordination meetings that included AMEC personnel and cultural resources representatives from each tribe, the proposed Project and AMP were discussed in detail. A key point for discussion during these meetings was the proposed development of an archaeological training video by AMEC that would be shown to all on-site construction personnel in order to assist with the identification of significant cultural resources. All on-site construction personnel were trained by showing an archaeological training video that introduced a wide range of cultural resources that could be uncovered during construction excavation or dredging. During these training meetings, the appropriate chain of communication was established and contact information was disseminated to the construction personnel in the event of an inadvertent discovery. Also discussed were the legal aspects of artifact discovery and disclosure laws.



In addition to detailing the development of an archaeological training video, the AMP presented the modus operandi for when a professional archaeologist would be on site for archaeological monitoring activities during dredging and/or sediment removal operations. This included having a HAZWOPER-certified archaeologist on-call in the event of a discovery, spot checking areas of the Project that maintained a higher probability for unknown cultural resources, and random inspections of the Project.

Archaeological monitoring results from Construction Season 1 were reported in AMEC et al. (2013). During the first season, one historic period isolate find (wagon wheel) was recorded. The historic wagon wheel, which was documented with the State of Washington Department of Archaeology and Historic Preservation (DAHP) as site 45KI1142, was identified during dredge operations along the Southwest Bank of the Duwamish Waterway. No other historic objects were found in association with the wagon wheel. Site 45KI1142 was recommended not eligible for listing in the National Register of Historic Places (NRHP) as it was unlikely to yield information important to the history of the area.

## 2.0 ARCHAEOLOGICAL TRAINING VIDEO

A copy of the archaeological training video was made available to all on-site construction personnel during Construction Season 2. Any new on-site construction personnel that did not participate in the original 2012 and 2013 archaeological training video sessions were required to watch the training video prior to carrying out any work.

## 3.0 RESULTS

Mr. Cooper conducted random project inspections during shoreline construction. In addition, an AMEC environmental monitor was on site everyday inspecting construction activity and progress. Environmental monitoring information was disseminated to AMEC's archaeological monitor and daily photographs/logs were reviewed. Mr. Cooper monitored construction activity at the former Boeing Plant 2 building and inspected habitat installation within the Project's north end. No diagnostic archaeological material was recorded during Construction Season 2. Although no archaeological sites or isolate finds were documented during this phase, construction activity and monitoring did uncover concrete debris, discarded building material (e.g., wood fragments), metal rebar, abandoned wooden piers, modern refuse, and one metal sign of an unknown age.

**Photo 1** shows the general Project area where the former Boeing Plant 2 building once stood. The concrete and wooden features shown along the Duwamish River once supported the Boeing Plant 2 building, which extended to the edge of the river. **Photo 2** is an aerial image of Boeing Plant 2 taken in 1990 showing the building's build-out to the water.



Photo 1 View looking south across the former Boeing Plant 2 building.



Photo 2 Aerial view of Boeing Plant 2 building and Duwamish River, circa 1990 with highlighted area showing the area depicted in Photo 1.

**Photo 3** depicts archaeological monitoring on May 30, 2013 during demolition of the remaining portions of the infrastructure associated with the former Boeing Plant 2 building.



Photo 3 View looking east toward construction demolition of remaining infrastructure associated with the former Boeing Plant 2.

One bottle was identified during monitoring activities on June 10, 2013 (**Photo 4**). The bottle is a complete colorless glass soda bottle with crown cap finish, tapering neck, and sloped-down shoulder to cylindrical body. The bottle has decorative molded (embossed) swirls on the upper body and shoulder terminating at an embossed horizontal ring on the neck. The bottle was manufactured on an automatic bottling machine (ABM) for the Mission Beverage Company. The style of finish, crown cap, was patented in 1892 and is still a popular style for soda and beer bottles today (Lindsey, 2014). The bottle was manufactured on a fully-automatic bottle machine no earlier than 1904. Embossed on the heel is "NET CONTENTS ..." for the bottle's capacity. Capacity listings were required on bottles in 1913. The bottle is decorated with an applied color label (ACL) on the front body in black and white: "MISSION / ...VERA... / Naturally Good (cursive script)". Surrounding the black circle is a white square with text "BOTTLED BY QUALITY BOTTLERS EVERYWHERE / ...??? MISSION ...." ACL was used on bottles no earlier than 1933 and was common on soda bottles through the 1970s. The diagnostic elements reasonably determine that this bottle was manufactured sometime between the mid-1960s and early 1970s (Lindsey, 2014). The bottle was not collected and was discarded after documentation.



Photo 4 View looking down at glass bottle recovered on June 10, 2013.

In addition to monitoring construction excavation, an AMEC archaeologist also inspected sediment storage areas. These inspections were geared toward identifying any archaeological material located in the stockpiled sediment prior to its removal from the site.

**Photo 5** shows a large metal sign that was recovered during inspection of one of the sediment storage areas on August 19, 2013. This single-sided, diamond-shape sign measures approximately 30 inches by 30 inches. The logo on the front was painted on with a ceramic glaze and was severely deteriorating. The sign is from the Olympic Calpet Refining Company of Seattle, a subsidiary of the California Petroleum Corporation. The Olympic Calpet Refining Company, which was formed in 1925, built a plant at Smith Cove Pier 40. Products of the company included high-grade gasoline, kerosene, distillate, fuel oil, and lubricating oils. California Petroleum Corporation was sold to the Texas Company in 1928 and eventually changed their name to Texaco in 1959. No other information on the Olympic Calpet Refining Company was identified in our research after 1928. The logo depicted on the metal sign was the one being used by the Olympic Calpet Refining Company during the 1920s in promotional material found in the *Seattle Times*. Based on these facts the sign likely dates from the 1920s. The sign was identified in a sediment storage area during archaeological monitoring of the former Boeing Plant 2 building. The sign lacks any definitive location information. A State of Washington isolate find form was not completed for this object because it lacks provenience

information. The sign is not eligible for listing in the NRHP as it was unlikely to yield information important to the history of the area.



Photo 5 View looking down at Olympic Calpet Refining Company metal sign.

#### 4.0 CONCLUSIONS

This phase of the Project was completed in late September 2013. No significant archaeological material was identified during AMEC's monitoring activities. Additional dredge operations and sediment removal activities will start back up again in the first part of 2014. AMEC presented the archaeological training video in December 2013 to all new construction personnel and will continue to monitor the project.

## 5.0 REFERENCES

- AMEC et al. (AMEC Environment & Infrastructure, Inc., Dalton, Olmsted & Fuglevand, Inc., and Floyd|Snider, Inc.). 2012a. Archaeological Work Plan, Appendix G in Final Design Report, Duwamish Sediment Other Area and Southwest Bank Corrective Measure and Habitat Project, Boeing Plant 2, Seattle/Tukwila, Washington. Prepared for The Boeing Company, Seattle, Washington.
- AMEC et al. (AMEC Environment & Infrastructure, Inc., Dalton, Olmsted & Fuglevand, Inc., and Floyd|Snider, Inc.). 2012b. Final Design Report, Duwamish Sediment Other Area and Southwest Bank Corrective Measure and Habitat Project, Boeing Plant 2, Seattle/Tukwila, Washington. Prepared for The Boeing Company, Seattle, Washington.
- AMEC et al. (AMEC Environment & Infrastructure, Inc., Dalton, Olmsted & Fuglevand, Inc., and Floyd|Snider, Inc.). 2013. Archaeological Monitoring Program Synopsis Construction Season 1, Appendix J in 2012–2013 Construction Season Completion Report, Duwamish Sediment Other Area and Southwest Bank Corrective Measure and Habitat Project, Boeing Plant 2, Seattle/Tukwila, Washington: Prepared for The Boeing Company, Seattle, Washington.
- Lindsey, B. 2014. Historic Glass Bottle Identification & Information Website. Society for Historical Archaeology and Bureau of Land Management, <http://www.sha.org/bottle/index.htm> (accessed February 12, 2014).



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**FIGURE**

